HISTORIC AMERICAN BUILDINGS SURVEY/HISTORIC AMERICAN ENGINEERING RECORD

SOMERSET COUNTY, PENNSYLVANIA

An Inventory of Historic Engineering and Industrial Sites

America's Industrial Heritage Project

National Park Service

SOMERSET COUNTY, PENNSYLVANIA

An Inventory of Historic Engineering and Industrial Sites

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Indiana County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (1993).

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THE HAER INVENTORY PROGRAM

The objectives of the HAER Inventory are threefold: (1) it is the initial step in the HAER documentation process; historic engineering and industrial sites in a given geographic area are located and identified; (2) it assists states in evaluating these historic resources for planning purposes and for potential nominations to the National Register; and (3) it establishes a context for evaluation by the National Park Service of the historic engineering and industrial sites nominated by the states to the National Register, or for determinations of eligibility to the National Register of Historic Places.

All of the HAER inventory material is deposited in the Prints and Photographs Division of the Library of Congress in Washington, D.C. This includes the many 35 mm black-and-white photographs taken in the field, along with copies of the inventory forms containing the brief histories and descriptions for each site.

HAER recognizes the importance of publishing the inventories; however, project sponsors are generally required to cover the costs of printing. The published inventory, available to the general public, is used in educational institutions, to study technological, industrial, and engineering history, historic preservation, the history of urban planning, and cultural geography. Published inventories are also distributed to state, county, and local planning offices, libraries, and preservation agencies. The HAER inventories thus expand the awareness of engineering and industrial history, demonstrate consistent methods of identification and evaluation, and stimulate public interest in a significant part of our American heritage.

AMERICA'S INDUSTRIAL HERITAGE PROJECT

Begun in 1987, America's Industrial Heritage Project is a National Park Service effort that involves a nine-county region in southwestern Pennsylvania -- Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon, Indiana, Somerset, and Westmoreland counties -- the primary focus of which is to develop and enhance the interpretation of three of the region's major historic industries: iron and steelmaking, coal, and transportation. In conjunction with identifying the significant contribution this region made to these industries, AIHP is concentrating on how to preserve, manage, and interpret the various historic sites and resources. Through a public and private partnership effort, AIHP will use the region's many historic sites and preservation initiatives to help revitalize the area's economy, promoting regional and national tourism. A key component of AIHP, the establishment of the Southwestern Pennsylvania Heritage Preservation Commission to further the goals of the project, was achieved in November 1988 when President Reagan signed a bill (H.R. 3313) creating the commission. The commission actively works with AIHP which has its offices in Hollidaysburg, Pennsylvania.

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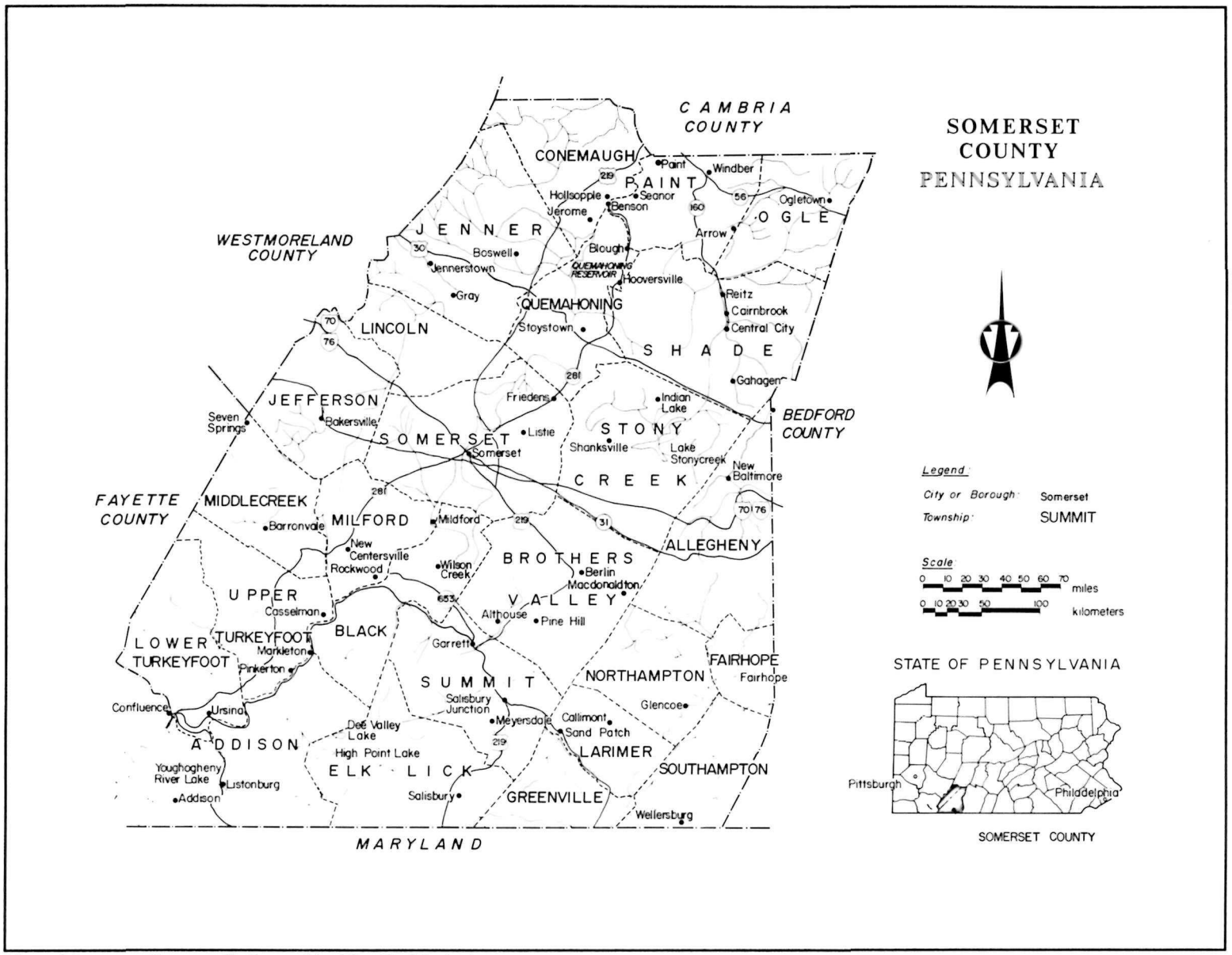
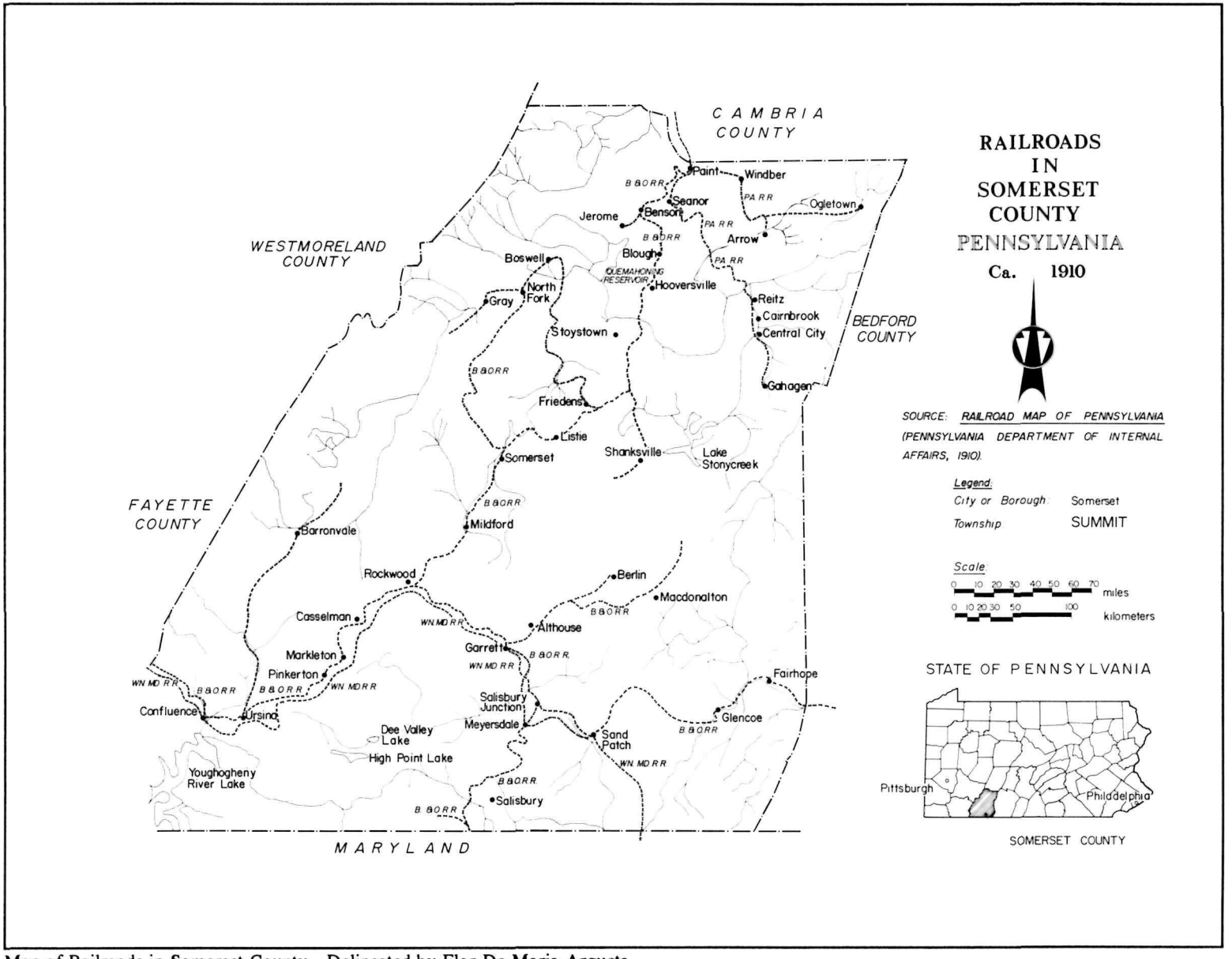


Map of Somerset County. Delineated by Flor De Maria Argueta.



Map of Railroads in Somerset County. Delineated by Flor De Maria Argueta.

HISTORICAL OVERVIEW

by Frances C. Robb

Gray Fitzsimons and Kenneth Rose, Contributors

Located in the mountainous reaches of southwestern Pennsylvania, Somerset County was incorporated in 1795 from the western section of Bedford County. Although most of the 1,034 square miles of land in Somerset County is part of the Appalachian plateau, or tableland, three mountains lie within the county: Laurel Mountain along the eastern edge, Allegheny Mountain on the western border, and rugged Negro Mountain, with 3,213-foot high Mt. Davis, the highest point in the state, along the southern border with Maryland. Natural resources within the county, chiefly large measures of coal and fertile farm land, provided the foundation of industrial growth in the region. Yet those who sought to exploit these resources faced the difficulty of developing a transportation network in one of the most mountainous counties in Pennsylvania.

Unlike Fayette, Westmoreland, and Cambria counties to the west and north, Somerset County did not develop large steel mills, coke works, or machine shops. In fact, the long-term staple of Somerset County's economy has been agriculture. Dairies and vast tracts of farmland dominate much of its landscape and gave rise to such dependent industries as grain and feed milling, tanning, food processing, and the repairing of agricultural equipment. Yet some heavy industry, primarily coal mining, played a large role in the county's economic development. Moreover, new coal mining towns sprang up throughout Somerset County and were inhabited by immigrants from Europe as well as workers from other parts of the United States, changing dramatically the county's political, social, and cultural fabric. Although industrialization in Somerset County peaked in the first three decades of the twentieth century with the rise of coal mining, the beginnings of industrialism in the county are found over half a century earlier.

Early Industry

In the later part of the eighteenth century the economy of Somerset County was based almost entirely on farming and grazing. In 1795 the county had 568 farms, each averaging twenty-five acres of cleared land. Typically oats, rye, hay, buckwheat, and potatoes were the crops raised on these farms. Unlike other parts of Pennsylvania where wheat was the main crop, the wet soil of Somerset County and the short four-and-a-half month growing season did not allow wheat cultivation on a large scale, nor was the cold weather suitable for the raising of corn[1].

The glades, or flat wetlands found throughout the county, were particularly well suited to grazing. When Sherman Day traveled through the county in the early 1840s he remarked that the "principal business of the county is grazing, particularly sheep."[2] With an available local supply of wool, carding mills and small textile mills were also established in the county. Carding mills, which supported the home manufacture of woolens, were operating in Shank and Meyersdale in the first decade of the nineteenth century. In 1817, William Dalley operated a woolen mill in Jenner Township. All of these mills were small, serving a local clientele.[3]

Farm-dependent manufactured goods, such as ploughs and other agricultural implements, found a steady market in Somerset County throughout the nineteenth century. During the 1840s and 1850s improvements in agricultural machinery, particularly the threshing machine, increased the number of foundries specializing in farm equipment across the county. By 1842 Charles Stoner was

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[1]Barbara V. Budde, "Research on the History of Agriculture in Southwestern Pennsylvania," unpublished manuscript, Somerset Historical Center, Somerset, Pennsylvania, 18-19; John C. Cassady, The Somerset County Outline (Scottdale, PA: Mennonite Publishing House, 1932), 54.

[2]Sherman Day, Historical Collections of the State of Pennsylvania (Philadelphia: George W. Gorton, 1843), 616.

[3]Cassady, The Somerset County Outline, 59.

producing threshing machines and cooking stoves at his Berlin Foundry. In the 1850s, both Emanuel Custer in Stoystown, and Curtis Kooser, in Somerset, manufactured threshing machines and other farm equipment. In 1860 Samuel Culter's foundry in Raystown Borough employed nine men, and produced annually ten threshing machines, seventy-five ploughs, and thirty cook stoves, for a total value of $5,000.[4]

Mining

While iron ore was among the first commercially mined minerals in Somerset County, the iron industry never flourished here. Many of the materials necessary for iron production, including limestone for flux and timber for charcoal, were present in Somerset County, but local iron ore deposits were irregular and of little commercial value. The limited supply of iron in Somerset made it necessary even for local forges to import pig iron from nearby Bedford, Pennsylvania, or Cumberland, Maryland.

The only modestly successful iron producer in the county was Shade Furnace, the county's first iron works, built between 1807 and 1812.[5] Located in the northern part of Somerset County near a thin vein of iron ore, Shade Furnace had access to the marketplace of Johnstown, sixteen miles away.[6] By 1820 the furnace site included the furnace and a forge as well as a gristmill and a sawmill. John Milnor managed the works that employed between seventy to 100 men, six boys,

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[4]Budde, "Research on the Agriculture in Southwestern Pennsylvania," 57; Cassady, The Somerset County Outline, 42; U.S. Census Bureau, Records of the Eighth Census: Manufactures, Vol. II: Pennsylvania, Somerset County.

[5]Cassady claims the furnace was built in 1807, while Lesley lists the starting date as 1812.

[6]J.P. Lesley, The Iron Manufacturer's Guide to the Furnaces, Forges and Rolling Mills of the United States (New York: John Wiley, Publisher, 1859), 212; Berlin Area Historical Society, The Berlin Area (Berlin: Berlin Area Historical Society, 1977), 22.

and fifteen women, who baked and washed for the men. The furnace and forge together produced "every species of castings, pig metal and bar iron" as well as plate stoves and hollow ware.

Like most industrial enterprises of this era, the depression of 1819-1820 hampered the business fortunes of Shade Furnace, and Milnor remarked on both the low selling price of iron products and the poor sales.[7] However, by 1842 Shade Furnace was prospering again thanks to a protective tariff on iron passed that year, and a rising demand for iron created by a growing agricultural economy. Other furnaces were built in the area, including Rockingham Furnace in 1844 and Somerset Furnace in 1847. The protective tariff on iron was removed in 1846, and by 1849 iron prices had fallen.[8] Although Rockingham Furnace was abandoned, by the mid-1850s Shade Furnace was producing 400 tons of iron per annum, and Somerset Furnace was producing 247 tons of iron each year.[9] Whereas Shade Furnace was permanently taken out of blast in the late 1850s, Somerset Furnace operated sporadically through the early 1870s.[10]

One of the county's coal companies also operated an iron furnace as part of its enterprise. When the demand for domestically produced coal dropped temporarily in 1855, the Union Coal and

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[7]Cassady, The Somerset County Outline, 32; Lesley, 89; U.S. Census Bureau, Records of the 1820 Census of Manufactures, National Archives Microfilm, Microcopy 279, Roll 13, Schedules for Pennsylvania, Somerset County.

[8]Although changes in the tariff affected the nation's iron producers, Peter Temin noted that the end of the iron boom of the 1840s "had more to do with the end of the British railway boom than with the tariff change of 1846." Peter Temin, Iron and Steel in Nineteenth-Century America (Cambridge, Mass.: Massachusetts Institution of Technology Press, 1964), p. 24.

[9]Kathleen Bruce, Virginia Iron Manufacture in the Slave Era (New York: The American Historical Association, 1931), 213, 264, 299; F.W. Taussig, The Tariff History of the United States 6 ed. (New York: The Knickerbocker Press, G.P. Putnam's Sons, 1914), 111-113; Abraham Berglund and Philip G. Wright, The Tariff on Iron and Steel (Washington, D.C.: The Brookings Institution, 1929), 107; Lesley, The Iron Manufacturer's Guide, 88-89.

[10]Lesley, The Iron Manufacturer's Guide, 8.

Iron Company constructed the Wellersburg Furnace. During its first year of operations the furnace produced 1,200 tons of iron; however, it operated only sporadically, and by 1866 the company abandoned it.[11]

Transportation

Lacking a large urban center, Somerset County was dependent upon the development of transportation routes linking it to larger markets. Most of the major routes were financed by outside capitalists. These roads and railroads were built through the county for the purpose of reaching cities, especially Pittsburgh. Regardless, these roads played a significant role in the economic growth of Somerset County.

Although there are numerous streams and rivers in the county, none of them were considered commercially navigable, further limiting the prospects for a large urban center. Nonetheless towns were built along the four principal rivers: The Raystown Branch of the Juniata River, part of the Susquehanna watershed, runs in the eastern tip of the county. In the north, Stony Creek flows into Johnstown, where it joins the Conemaugh River, and later, the Allegheny River. The rivers in the southern part of the county, including the Casselman, drain into the Potomac River, while the Youghiogheny River, part of the Ohio watershed, is located in the southwestern section of Somerset. In addition to dividing the county up into four sections, these streams and rivers provided natural passages through the mountains, and were instrumental in deciding the path of various internal improvements through Somerset County.

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[11]Lesley, The Iron Manufacturer's Guide, 89; Frances C. Robb, "Industry in the Potomac River Valley, 1760-1860" (unpublished Ph.D. dissertation, West Virginia University, 1991), 347, 349; William H. Welfley and E. Howard Blackburn, History of Bedford and Somerset Counties, Pennsylvania (New York: Lewis Publishing Company, 1906), II:529.

The use of old Indian trails by military expeditions constituted the first attempt by whites to improve the roads in Somerset County. Nemacolin's trail, which crossed the southwest corner of the county for approximately six miles, became part of the improved Braddock's Road in 1755. Three years later General Forbes chose to attack the French position at Pittsburgh following an all-Pennsylvania path after his men improved the old Raystown Indian Path. Following a more northerly route through the county, this road by-passed Somerset Borough but extended through Stoystown and Jennerstown, linking the county with Pittsburgh in the west, and Bedford and Chambersburg in the east. Another important highway, the Glades Road, was a non-military sponsored improvement. Built in 1772, this road connected Washington, Pennsylvania, with Bedford, Pennsylvania.[12]

Although an improvement over Indian trails, these roads were still crude and travel between the East and western Pennsylvania remained difficult and expensive. As the American western territories were settled, road building became a national concern for commercial as well as political reasons. When Ohio was admitted to the Union in 1803, the federal government sponsored the construction of a road to connect the new state of Ohio with the rest of the country. The road was to begin in Cumberland, Maryland, and terminate in Wheeling, West Virginia. Contracts for the National Road were let in 1811 but completion was delayed until 1818. The National Road followed Braddock's trail, traversing the southern edge of Somerset County for seven miles as it wound toward its terminus in Wheeling. When the federal government turned the road over to the states

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[12]Paul E. Trimpey, Somerset-150 Years A County (Somerset, PA: Somerset Newspapers, Inc., 1945), 29; Alvin G. Faust, "Some Aspects of the Social History of Somerset County," The Western Pennsylvania Historical Magazine 21(September, 1938), 194-195; Florence Clint, Somerset County, Pennsylvania Area Key: A Guide to the Genealogical Records of Somerset County, Pennsylvania (Logan, UT: Everton Publishers, Inc., nd.), 1.

in 1835 this road became a turnpike. Tollhouses, similar to the one at Petersburg (now Addison), were built along the road.[13]

Eastern Pennsylvania residents, particularly those in Philadelphia, were not pleased with the federal road because it diverted products from western Pennsylvania to Maryland. In response to these complaints, the state legislature of Pennsylvania in 1814 incorporated five different private companies, each one charged with building and maintaining a section of turnpike, from Chambersburg to Pittsburgh. The new highway roughly followed the old Forbes Road. When completed in 1820 the Pennsylvania Highway provided the state with a major east-west shipping route. Improved road-building techniques permitted wagons to double their loads, resulting in the reduction of shipping rates between Pittsburgh and Philadelphia.[14]

The residents of Somerset County greatly benefitted from these roads. The towns of Somerfield and Addison on the National Road, as well as Stoystown and Jennerstown on the Pennsylvania Road, profited commercially from these improvements. Although by-passed by both the National and the Pennsylvania Roads, the Borough of Somerset benefitted from Glades Road. In addition, Somerset was the terminus of several local roads, including a turnpike traveling north to Ebensburg and one south to Cumberland. In order to meet the demands of travellers, taverns and

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[13]Thomas B. Searight, The Old Pike: A History of the National Road (Uniontown, PA: By the Author, 1894), 319-320; John Bach McMaster, A History of the People of the United States: From the Revolution to the Civil War (New York: D. Appleton and Company, 1928), III:470; John Lauritz Larson, "Bind the Republic Together": The National Union and the Struggle for a System of Internal Improvements," The Journal of American History 74 (September, 1987), 365; George Swetnam and Helene Smith, A Guidebook to Historic Western Pennsylvania (Pittsburgh: University of Pittsburgh Press, 1976), 195.

[14]Catherine Elizabeth Reiser, Pittsburgh's Commercial Development 1800-1850 (Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1951), 74-83.

livery stables were established in these towns along the roads, and local farmers found new outlets for their hay and produce.[15]

While several communities developed as hubs for agriculture, including Somerset, Stoystown, Jennerstown, Berlin, Meyersdale, and Confluence, Somerset County developed no major urban center. Consequently, the economic growth of the county was dependent upon the development of regional transportation networks. Roads and railroads that traversed Somerset County were largely funded by outside capitalists, whose lines merely passed through the county. These transportation links became a significant part of the economic expansion in Somerset County.

Despite the existence of improved roads, transporting goods between the eastern and western sections of Pennsylvania remained a slow and costly process. Inspired by the success of New York's Erie Canal, the Pennsylvania legislature approved the construction of the Pennsylvania Mainline Canal in 1826. This massive 395 mile-long engineering work extended through the middle of the state and offered another way of shipping goods within state borders. Although the canal did not go through Somerset County, it did go through Johnstown, just north of the county, and producers of northern Somerset County found the canal a convenient way of shipping goods.[16]

When the Baltimore and Ohio Railroad reached Cumberland, Maryland, in 1842, Somerset residents had another new shipping avenue available to them. Transporting their goods on a plank road from Somerset to Cumberland, and then on the B&O, Somerset residents had an inexpensive link to the large markets of Baltimore, Maryland, and Washington, D.C. Goods shipped via this

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[15]Budde, "Research on the History of Agriculture in Southwestern Pennsylvania," 18-21; N. Leroy Baldwin, Two Hundred Years in Shade Township, Somerset County, Pennsylvania (Central City, PA: By the author, 1964), 8.

[16]George Rogers Taylor, The Transportation Revolution, 1815-1860, The Economic History of the United States Vol. IV (New York: Holt, Rinehart and Winston, 1951), 44; Berlin Area Historical Society, The Berlin Area, 240-241.

route also reached their destinations sooner than those sent by canal. Many of the county's farmers and merchants redirected their goods to the B&O to take advantage of the new markets.

Across the southern half of the county, merchants in twenty-six Somerset towns received goods by rail at Cumberland, and then hauled them by wagon to their shops. In addition, tanners, druggists and a confectioner also shipped goods from Cumberland depot.[17] The railroad created new opportunities for farmers as well. Prior to the arrival of the railroad, sheep and other livestock were sent to eastern markets by way of the National Road, the Pennsylvania Road, or the Glades Road. After 1842 livestock producers shipped by rail to Baltimore.[18]

Somerset dairy producers found large new markets for their "Glades Butter" in Baltimore and Washington, D.C., and their butter found favor with merchants in these cities. Through the influence of the railroad, dairy products became the first agricultural specialty in Somerset County. In order to meet increased demands, new businesses were created to support dairy producers, including such large butter makers as Peter Hay, of Salisbury. In one year, Hay shipped 25,000 pounds of butter to Baltimore, and other Somerset County dairy producers enjoyed similar successes.[19]

Industrial Development in 1880

In 1880 the primary industries of Somerset County--furniture factories, tanning yards, woolen mills and grist mills--were much the same as twenty years before. Farming was still the primary occupation of the majority of county residents. Of the nearly 4,000 farms in Somerset, 82 percent

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[17]Business Guide of the Baltimore and Ohio Railway (Baltimore, MD: Sherwood and White, 1860), 68-69.

[18]Budde, "Research on the History of Agriculture in Southwestern Pennsylvania," 64.

[19]Budde, "Research on the History of Agriculture in Southwestern Pennsylvania," 63-64; Cassady, The Somerset County Outline, 54.

were cultivated by owners. The average farm size in the county had grown to 155 acres in 1880, but the crops remained similar to those grown fifty years earlier.[20] While the industrial and economic activity in Somerset County between 1860 and 1880 differed little from the antebellum years, railroad construction was already having a significant impact throughout Somerset, and the ensuing decades would bring many changes to the county.

Woolen Mills

In 1880 eight woolen mills operated in the county. Typically, these mills were small factories, with sixty to 120 spindles, two or three carding machines and two to four looms per shop. Satinetts and lower grade carpets and blankets were the main products of these mills. By 1884 only three mills remained operational in the county, although the total number of spindles had increased to 702, and the number of looms had risen to eleven.[21]

Twenty years later major changes in the national woolen industry led to a decline of local woolen manufacturing in Somerset County. During the Civil War, eastern mills had increased production in order to meet military demands. Once the war ended, however, there was an over-supply of wool on the market, and wool prices quickly declined. Moreover, the woolen industry was becoming increasingly mechanized with large factories constructed in more populated urban areas in the North. Although labor costs were generally greater in Northern cities, woolen producers believed that this disadvantage was offset by their proximity to markets and greater mechanization.

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[20]U.S. Department of Interior, Census Office, Report on the Manufacturers of the United States at the Tenth Census, 349; Census Office, Report on the Productions of Agriculture as Returned at the Tenth Census, 84-85.

[21]Bureau of the Census, Manufacturers of the United States; Compiled From the Original Returns of the Eighth Census, 529-530; Commonwealth of Pennsylvania, Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania Part III: Industrial Statistics, Vol. XI (Harrisburg: 1884), 47.

In addition, improved transportation networks dramatically enlarged and improved general distribution systems, including those of the woolen industry. Over time these changes proved disadvantageous to small mills like those in Somerset County because they did not have the resources or capacity to compete in a national market.[22]

Even more troublesome for Somerset County woolen manufacturers was a change in woolen fashion. During the early nineteenth century the satinetts made by the mills of Somerset had been popular, but by the middle of the century they had lost favor to the finer grade broadcloth and worsted wools. These were not fabrics that Somerset mills could produce without purchasing expensive new machinery. Additionally, local mills could not match the high output and low production costs of such large East Coast factories as the Pacific Mills of Lawrence, Massachusetts. (By the 1850s this huge mill contained 116,00 spindles and 1,000 looms.) The inability of the Somerset County woolen manufacturers to adapt to changes in technology, transportation, and fashion led to a decline of that industry in the county.[23]

Grist Mills

In contrast to the sagging fortunes of the county's woolen producers, the owners of grist mills remained relatively prosperous. Although grist mills changed hands more frequently than woolen mills, many were improved with new milling machinery and hydraulic works for powering the machinery. For example, Bell's Mill in Jenner Township, originally built in the early 1800s, went through many owners until the Kline family purchased the property late in the century. Joseph C.

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[22]Arthur Harrison Cole, The American Wool Manufacture (Cambridge: Harvard University Press, 1926), I:286-288, 297, 300-302, II:188.

[23]Cole, The American Wool Manufacture, I:305, 309, 321; William P. Blake, ed., Reports of the United States Commissioners to the Paris Universal Exposition, 1867 Vol. 6 (Washington, D.C.: GPO, 1870), 123-124.

Kline, who operated the mill from 1894 until 1919, installed a new steel overshot waterwheel and added modern milling machinery. Robert D. Kline operated the water-powered mill for a number of years after 1919 and it was finally abandoned in 1957. Compton's Mill in Elk Lick Township, had a similar revival, when in 1872, Samuel Compton improved the water-powered mill he had acquired four years earlier.[24] With forty-six mills in the county in 1880, D. J. Reitz had a ready market for his new company, the Eclipse Wood Pulley Works. Located in Berlin, this firm manufactured pulleys and machinery for flour mills silos.[25]

Saw Mills and Tanneries

Other industries were also finding new markets. Beginning in the late 1870s the county's large stands of hardwood timber were developed principally for the productions of wood staves. Manufacturers in Johnstown and Cumberland, Maryland, used these staves for making barrels, which were shipped in large numbers to the Caribbean. Barrel making proved lucrative until the Spanish-American War of 1898 disrupted this trade and it never recovered.[26] Somerset County's timber stands, especially the chestnut and hemlock trees, were important to in the tanning industry as well. Hemlock bark was a crucial agent in the tanning process and was plentiful in the region. Since bark was difficult to transport, it was not unusual for tanning yards to be established near the bark source, and for railroads to bring in other raw materials and to ship out the finished products. As early as

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[24]Swetnam and Smith, A Guidebook to Historic Western Pennsylvania, 194, 196.

[25]Berlin Area Historical Society, The Berlin Area, 26-27.

[26]Census Office, Report on the Manufactures of the United States at the Tenth Census, 349; Cassady, The Somerset County Outline, 52-53.

1860 some of the southern tanners had been receiving goods from Cumberland using the B&O Railroad. In 1880 there were twenty-eight tanneries in the county.[27]

Tanneries were only one of the industries that benefitted from increased rail service in Somerset County. During the period from 1870 to 1890, several rail lines were constructed in Somerset giving the region its first direct service. Railroad construction also spurred wide-spread industrial development, especially in logging and coal.

Railroads

While the antebellum years saw the completion of the Pennsylvania Main Line Canal and its Allegheny Portage Railroad to the north and the B&O Railroad to the south, Somerset County was not directly served by rail until 1850, when the Cumberland and Pennsylvania Railroad extended its line from Mount Savage, Maryland, into the southernmost part of county. Built and owned by the Mount Savage Iron Company, this specialty carrier originally connected the company-owned town of Mount Savage, Maryland, with the B&O and the Chesapeake and Ohio Canal depots at Cumberland. A number of coal companies in Maryland and southern Somerset County used the Mount Savage line and the B&O to ship coal to eastern cities.[28]

In 1871 the Pittsburgh and Connellsville Railroad, a subsidiary of the B&O, established rail service in Somerset County. First proposed in the 1830s, Philadelphia businessmen forestalled construction of the road through western Pennsylvania, fearing a loss of trade to Baltimore. The

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[27]Business Guide of the Baltimore and Ohio Railway, 68; Confluence Centennial Committee, Confluence Centennial Souvenir Book: A Century of People, Purpose, Progress--Confluence, Pennsylvania 1873-1973 (Confluence, PA: 1973), n.p.; Census Office, Report on the Manufactures of the United States at the Tenth Census, 349.

[28]Eavenson, The First Century and a Quarter of American Coal Industry, 225; Henry Varnum Poor, History of the Railroads and Canals of the United States of America (1860. reprint, New York: Augustus M. Kelley, 1970), 588; Welfley and Blackburn, History of Bedford and Somerset, II:228.

completion of the Pittsburgh and Connellsville Railroad nearly four decades later connected Pittsburgh with the B&O mainline at Cumberland, Maryland, assuring Baltimore's prominence as the chief coal port on the East Coast. In Somerset County the railroad extended from State Line and Hyndman in neighboring Bedford County, crossed into Somerset County along Willis Creek, and ran west to Fairhope and Meyersdale, where it followed the Casselman River through Garret, Rockwood, and Casselman. From Casselman the railroad passed into Fayette County beyond Confluence. Although the B&O viewed Somerset County as a thoroughfare rather than a terminus, this line and its subsequent branches had a dramatic impact on the economic life of Somerset County.[29]

Later called the Pittsburgh Division of the B&O, the Pittsburgh and Connellsville Railroad provided the first major route in the county, but bypassed the main population centers, including the communities of Somerset and Stoystown. Local residents were quick to build branch railroads off the B&O. One such branch line was the Somerset-Mineral Point (also called the Rockwood Railroad), a nine-mile road built in 1871 that linked the Borough of Somerset with the B&O's Pittsburgh Division. Construction on other branch lines was undertaken over the next twenty years, giving the county an extensive network of railroads. These included the road through Brothers Valley that was completed in 1874 and the 1881 branch line that ran through Somerset, Friedens, Hooversville, Listie, and Johnstown.[30]

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[29]John F. Stover, History of the Baltimore and Ohio Railroad (West Lafayette, IN: Purdue University Press, 1987), 144-145.

[30]Welfley and Blackburn, History of Bedford and Somerset, II:225-227.

Coal Mining

The first coalfield to attract attention was in the southernmost part of the county, on the northern tip of the Frostburg basin. In 1841 a group of men from Somerset County incorporated the Allegheny Coal and Iron Company, and hired Walter R. Johnson to survey the company's property in Southampton Township. Johnson reported that the most accessible coal was situated only two-and-a-half miles from the Maryland border, close enough to take advantage of the internal improvements of the neighboring state. He located six workable beds of coal as well as deposits of limestone, iron ore, and clay. Johnson believed that a market for this coal could be found in either the "immediate neighborhood, or at the public armory at Harper's Ferry."[31]

Despite the favorable survey report the company remained inactive until 1854. That year a group of Baltimore investors assumed control of Allegheny Coal and Iron and reorganized it as the Union Coal and Iron Company. By the end of 1855 this concern had shipped a modest 2,000 tons of coal; yet, the company reported its business was "thriving."[32] This success, however Union Coal and Iron measured it, was short-lived for the company failed by 1858.[33]

Although the presence of Mount Savage Iron Company's Cumberland and Pennsylvania Railroad encouraged some development of county coalfields, a lack of local capital hampered the development of additional coal reserves. As early as 1841 surveyor Walter R. Johnson sought to execute a plan for mining coal that would not be "too bold and expensive an undertaking for this

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[31]Pennsylvania, "A Further Supplement to an Act to Incorporate the Allegheny Coal Company," (1854) No. 160; Walter R. Johnson, Report of a Survey and Exploration of the Coal and Ore Lands Belonging to the Allegheny Coal Company, in Somerset County, Pennsylvania (Philadelphia: Joseph and William Kite, 1841), 6, 15.

[32]Mining Magazine 6 (January 1856), 67; Mining Magazine 6 (March 1856), 263.

[33]Mining Magazine 5 (September 1855), 264; Mining Magazine 6 (January 1856), 68; Mining Magazine 9 (July 1857), 74.

county" and predicted that "the lack of surplus capital in this county may, perhaps, operate for a long time yet to come."[34] The experiences of these early coal enterprises highlighted two problems that would hinder the development of coal reserves in Somerset County over the next four decades: a lack of inexpensive transportation and the inability of local businesses to attract large amounts of capital, especially from outside investors.

Despite the early mining efforts of the Union and Wellersburg Coal Companies, it was not until the 1870s that the coal reserves of Somerset County were exploited on a large scale. As noted, the construction of the B&O and several branch lines through the county in the 1870s hastened the development of the mining industry which increasingly received the attention of Baltimore, Philadelphia, and New York investors. Somerset County coal companies benefitted from their proximity to the Maryland coalfields with respect to both transportation and marketing. Maryland's George's Creek coal from the Cumberland basin had been commercially mined since the 1850s, and Cumberland coal had earned an excellent reputation in the marketplace. Somerset coal industry operators had been quick to align themselves with the better known Maryland coal producers and even sold their coal as "Cumberland Coal" to eastern cities.[35]

In addition to the northern tip of the Cumberland Coal Basin located near Wellersburg, six other coal seams extended through Somerset County. Although some of these seams were unprofitable, several others, particularly the "B," called the Lower Kittanning or Miller seam, and the "D," the Lower Freeport seam, were mined successfully for many years.[36] A number of

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[34]Johnson, Report of a Survey, 46.

[35]William Jasper Nicholls, The Story of American Coals (Philadelphia: J.B. Lippincott Company, 1897), 111.

[36]Cassady, The Somerset County Outline, 31-32; F.W. Beers and Company, The 1876 Atlas of Somerset , Pennsylvania, 13-14; Baldwin, Two Hundred Years in Shade Township, 26-27.

mining concerns began exploiting these coal seams in the 1870s. One of the earliest, Keystone Coal and Manufacturing Company, was established near Meyersdale in 1872. By 1874 there were eleven coal companies operating in the county, though they remained relatively small, undercapitalized ventures. In total, these companies employed a few dozen men and produced 6,500 tons of coal annually for an average of about 600 tons apiece--not much more than the antebellum works of the Union Coal and Iron Company.[37]

By the 1880s the complexion of the Somerset County coal industry began to change. In 1883 the county boasted of thirteen companies; however, these were substantially larger operations than those of a decade earlier. County-wide production amounted to nearly 280,000 tons of coal per year.[38] Part of this growth can be attributed to the greater success that mining enterprises were having in attracting outside investors. The Cumberland and Elk Lick Coal Company, for example, found investors from Baltimore, and was able to construct 100 coke ovens in 1886. Further expansion in the northern reaches of the county occurred following the completion of the B&O from Somerset to Johnstown. By 1892 the county's coal industry included fifteen principal mining concerns and production in Somerset County ranked fourteenth among the twenty-six bituminous coal producing counties in the state of Pennsylvania.[39]

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[37]Welfley and Blackburn, History of Bedford and Somerset, II:523; Cassady, The Somerset County Outline, 47; Commonwealth of Pennsylvania, First Annual Report of the Bureau of Statistics of Labor and Agriculture For the Years 1872-1873 (Harrisburg: Commonwealth of Pennsylvania, 1874), 220.

[38]Welfley and Blackburn, History of Bedford and Somerset, II:523-524; Commonwealth of Pennsylvania, Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania Part III: Industrial Statistics, Vol. XI 1882-1883 (Harrisburg: Commonwealth of Pennsylvania, 1884), 2.

[39]Welfley and Blackburn, History of Bedford and Somerset, II:524; Pennsylvania Department of Internal Affairs, Reports of the Inspectors of Mines of the Anthracite and Bituminous Coal Regions of Pennsylvania for the Year 1982 (Harrisburg: Edwin K. Meyers, State Printer, 1893),

While outside capital played an important role in the growth of the county's coal industry, many local entrepreneurs guided these ventures and prospered from them. In the Berlin field, local residents, including Daniel B. Zimmerman, Isaiah Good, and Norman E. Knepper, successfully attracted Pittsburgh capital and incorporated the Pine Hill Coal Company in 1899. Two years later Zimmerman helped establish one of the county's largest coal concerns, the Quemahoning Coal Company. These coal operators established mines and mining communities such as Goodtown and Ralphton that were named after family members or company stockholders.[40] Moreover, they and their families formed an elite social and business class within the county. Men like Daniel Zimmerman and Isaiah Good wielded considerable political power in their communities and in the halls of the county courthouse in Somerset.

By 1900, twenty-eight coal companies were operating thirty-five mines in Somerset County. While most of these coal concerns operated only a single mine, five of them operated either two or three mines. The combined production of these coal companies boosted the county's rank to eighth among Pennsylvania's bituminous coal-producing counties. Over the next two decades the amount of coal mined in Somerset continued to rise.[41]

Although smaller concerns remained an important part of the county's coal industry, this increase in production was sparked by the emergence of handful of large coal companies. Two in particular, the Berwind-White Coal Mining Company and the Somerset Coal Company, emerged in

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372-73, 395; Pennsylvania Department of Internal Affairs, Bureau of Statistics, Topographic and Geologic Survey, Pennsylvania's Mineral Heritage (Harrisburg; 1944), 17.

[40]Welfley and Blackburn, History of Bedford and Somerset, II:524-26; Bob Hall, "Somerset County Coal: Boom or Bust!" Four in One, (November 1984), 4-5.

[41]In 1900 Somerset County operators produced nearly 4.78 million tons of coal. This amount grew to 6.4 million tons in 1905 to 8.8 million in 1910, to 10.3 million in 1915, to 10.5 million in 1920. See Pennsylvania's Mineral Heritage, 18-22.

the early 1900s and quickly overshadowed their competitors.[42] The Somerset Coal Company, incorporated in New York in 1901, acquired eighteen mining properties, including those of the Pine Hill Coal Company, the Cumberland and Elk Lick Coal Company, and the Listie Coal and Manufacturing Company. In 1902, its first year of operation, Somerset Coal produced 1.325 million tons of coal, more than one-fifth of all coal mined in Somerset County.[43]

The large, well-capitalized Somerset Coal Company existed for only one year before it was itself acquired by the giant Baltimore-based Consolidation Coal Company. Controlled by the B&O Railroad, Consolidation Coal had mines in western Maryland and West Virginia. Consolidation Coal also owned a coal pier on Staten Island, operated a fleet of tugboats and coal barges in New York and Baltimore, and was one of the nation's leading producers of steam coal. Consolidation's acquisition of Somerset Coal occurred at the same time it purchased the Fairmont Coal Company, one of the largest mining concerns in West Virginia. Although these two companies were reorganized, each continued to operate under its original name.[44]

In 1906, just four years after it acquired Somerset Coal, the B&O divested itself of Consolidation Coal, selling its interests to a syndicate led by Clarence W. Watson. The son of James Otis Watson, one of West Virginia's early coal operators, Clarence Watson represented the interests

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[42]Despite growing consolidation, companies operating only a single colliery were still responsible for sixty-one percent of the coal produced in Somerset County. See Pennsylvania Department of Mines, Report of the Bureau of Mines of the Department of Internal Affairs of Pennsylvania 1900 (Harrisburg; 1901), 492-494, 499-502.

[43]Charles E. Beachley, History of the Consolidation Coal Company, 1864-1934 (New York; 1934), 47; Pennsylvania's Mineral Heritage, 19.

[44]Beachley, History of the Consolidation Coal, 27, 30-32, 37-41.

of both Fairmont Coal and Somerset Coal. In Somerset County, the Somerset Coal Company expanded its operations in the Jenner field with mines at Jenner, Gray, Bell, and Acosta.[45]

One of the major competitors of the Somerset Coal Company, the Berwind-White Coal Mining Company, held property just north of the Jenner field. Berwind-White had been involved in the coal business since the 1870s, but began purchasing land in Somerset County in 1892. Before coal could be profitably mined, however, transportation had to be secured to the company's properties in Paint, Shade, and Conemaugh Townships. In 1897, with the cooperation of the Pennsylvania Railroad (PRR), Berwind-White financed the cost of extending the South Fork Branch of the PRR into Somerset County.[46]

With adequate transportation available, Berwind-White began exploiting its Somerset coal properties. In 1897 it opened Eureka #30 at Scalp Level and produced its first coal from Somerset. Over the next several years additional Eureka mines opened throughout Big Paint Creek valley. While the coal seams were thin, the low-sulphur coal was of high quality, well suited for domestic use and steam generation.[47] By 1907 the company operated an additional twelve mines and created a regional headquarters called Windber. In 1920, Somerset County produced over 10.5 million tons of coal, with the Somerset mines of Berwind-White accounting for above 1.5 million tons, over

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[45]Clarence Watson was later elected as senator from West Virginia. For more information on the reorganization of Consolidation Coal and its operations in Somerset County see Beachley, History of the Consolidation Coal, 49-52; Katherine A. Harvey, The Best-Dressed Miners: Life and Labor in the Maryland Coal Region, 1835-1910 (Ithaca, NY: Cornell University Press, 1969), 340-341.

[46]Demian Hess, "Eureka No. 40, Berwind White Coal Mining Company," unpublished report of the Historic American Engineering Record, National Park Service, Washington, D.C., 10-14, 17-18; Margaret M. Mulrooney, A Legacy of Coal: The Coal Company Towns of Southwestern Pennsylvania (Washington, D.C.; 1989), 52.

[47]Hess, "Berwind-White Coal Mining Company," 18-22. Mulrooney, A Legacy of Coal, 60, 64-65, 69.

fourteen percent of the total coal produced in the county. Together, Berwind-White and the Somerset Coal Company were responsible for nearly one-third of the county's coal production.[48]

The influence of the Berwind-White Company extended beyond its own mines, with the company leasing land to such independent operators as John Lochrie. Lochrie had been an assistant superintendent for the Berwind-White Company but soon set up several coal companies himself, all in the Windber area. In 1928 Lochrie was president of Lochrie Coal Company, Lochrie-Price Coal Company, Reitz Coal Company, and the Cambria-Lochrie Coal Company. Although there were twenty companies operating in the Windber area in 1928, most rented land from Berwind-White and cooperated with the larger firm. Moreover, a number of these small concerns were directed by a handful of men who maintained financial interests in several of these companies.[49] While large coal operators continued to dominate in Somerset County, numerous independent companies remained in business. Over 140 of these independent coal companies were members of the Somerset Operators Association, an organization that attempted to stabilize prices, and establish controls over labor and transportation costs.[50]

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[48]Although there were seventy-three coal companies operating in 1920 in Somerset County, the ten largest coal companies produced 62 percent of the county's coal. For coal production statistics see Commonwealth of Pennsylvania, Report of the Department of Mines of Pennsylvania Part II: Bituminous 1919-1920 (Harrisburg; 1925), 308-316, 330-334, and Pennsylvania's Mineral Heritage.

[49]Keystone Consolidated Publishing Company, Coal Field Directory (New York: McGraw-Hill Catalog and Directory Company, 1928), 372-374; Mulrooney, A Legacy of Coal, 74, 86; Folder 40, Heber Blankenhorn Papers, Archives of the Industrial Society, Hillman Library, University of Pittsburgh, Pittsburgh, Pennsylvania.

[50]Beachley, History of the Consolidation Coal Company, 65; Harvey, Best Dressed Miners, 360; Heber Blankenhorn, The Strike For Union: A Study of the Non-Union Question in Coal and the Problems of a Democratic Movement (New York: The H.W. Wilson Company for the Bureau of Industrial Research, 1924), 5.

Company Towns

Typically coal companies built houses for its workers after they had completed construction of the various mine buildings. These coal communities, often referred to as "patch towns," were usually built in a grid pattern on land adjacent to the mining operations. Constructed as inexpensively as possible, patch towns typically consisted of wood-frame double houses for miners, larger single-family dwellings for superintendents, and a company store. Larger towns often contained schools, churches, hotels, and movie theaters, all of which were owned and controlled by the company.[51] Because towns were built and owned by the company, coal operators exerted a considerable influence over the lives of the residents. Particularly during times of labor-management conflict such fundamental civil liberties as free speech and the freedom to assemble were denied by company managers. Striking workers and their families, battling wage reductions or unsafe working conditions, were often evicted from their company-owned homes. And coal operators were quick to replace their recalcitrant employees with strikebreakers. With such power in the hands of the company, coupled with the remoteness of patch towns from larger urban centers, it is not surprising that most Somerset County miners remained non-union until the New Deal years of the 1930s.[52]

One of the county's earliest coal patch towns, Keystone, was constructed southeast of Meyersdale in 1872 by the Keystone Coal and Manufacturing Company. Perched on a steeply sloping hillside above the Casselman River, Keystone contained wood-frame workers' houses, a superintendent's house, and a chief engineer's house. An incline plane led from the rail siding near the town to the mines. Some of Keystone's coal miners lived in Meyersdale and traveled on foot

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[51]Mulrooney, A Legacy of Coal, 9, 14.

[52]For a firsthand account of the attempt to organize Somerset County miners in the 1920s see John Brophy, A Miners Life (Madison; 1964), 120-25.

or by rail the two-to-three miles to the mines. Keystone grew very little after the 1870s and suffered from the boom and bust nature of the coal industry. The few additions to the town in the late-nineteenth and early-twentieth century reflect the vagaries of the boom-and-bust coal business. Additional houses were built as needed and, judging from nineteenth century maps and from remaining structures and foundations, the layout of the town was dictated by the rugged terrain.[53]

In marked contrast to Keystone, Windber was established in the late-nineteenth century as the largest and most elaborate company town in Somerset County.[54] Windber differed from other patch towns in several ways. Designed with Berwind-White's corporate image in mind, Winber constructed with broad, tree-lined streets. In addition, the company established a policy that allowed employees to buy, not simply rent, their homes. By 1899 the company had built two clubhouses, a store, one hotel and over one hundred houses in Windber. Nonetheless, as with most company towns, the relationship between workers and management could be surmised by the location of their respective houses. Windber's residences were segregated hierarchically, with mine superintendents and managers living in larger houses in an exclusive part of town. Miners, on the other hand, lived in smaller frame buildings, many of which were double houses. Although the Berwind-White Company maintained a number of large buildings downtown, including the large Eureka Company Store, private retailers also built in the commercial district. Nearby stood a brick yard, a brewing company, a lumber firm, and machine shop, all operated independently from Berwind-White.[55] In the vicinity of Windber, Berwind-White established twelve patch towns. Built next to the mine sites,

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[53]F.W. Beers, County Atlas of Somerset County (New York; 1876). The town of Keystone has virtually disappeared; other than a single company-built house, very little remains. Foundations of the incline and tipple are visible as are elements of the company's narrow-gauge railroad.

[54]Mulrooney, A Legacy of Coal, 51-53.

[55]Mulrooney, A Legacy of Coal, 52-56, 60.

these communities were more typical company mining towns, containing wood-frame double houses which lacked indoor plumbing. Privies stood behind each house and water was obtained from outdoor hydrants. Berwind-White rented these houses exclusively to its employees. Although workers and their families were permitted to purchase groceries and household goods from non-company stores in Windber, many simply shopped at the company's Eureka store that stood in each of the patch towns.[56]

The Business of Coal

By the turn of the century Somerset County coal had established a reputation as a high-quality smokeless fuel for domestic and industrial steam heating. Increasingly, coal operators in Somerset County rivaled Cumberland producers to the south for a share of the market. Trains shipped large amounts of Somerset's coal to New York City where it was used for domestic heating and in power plants, as well as bunkered in coal piers for ocean-going ships. By 1900, Berwind-White commanded the largest share of New York City's coal bunkering, accounting for eighty percent of the bunkered coal in the city's harbor.[57] Berwind-White's prominence in the coal trade in New York City was aided by Edward Berwind's position as director of the board of one of the city's largest street railway companies, which contracted with Berwind-White for its steam coal. The firm established additional markets in Europe and the Caribbean.[58]

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[56]Mulrooney, A Legacy of Coal, 56-59, 69.

[57]Hess, "Berwind-White Coal Mining Company," 11-12.

[58]Mary D. Blankenhorn, "The United Brotherhood of Strap-Hangers and Coal-Diggers, The Survey, 49 (December 1922), 293-294; Beachley, History of the Consolidation Coal Company, 85; William Harvey Young, Sources of Coal and Types of Stokers and Burners Used By Electric Public Utility Power Plants The Brookings Institution Pamphlet Series Vol. II (Washington, D.C.: The Brookings Institution, 1930), 45.

Beginning in 1915, the price of coal began to rise due to war demands. The industry attracted large amounts of capital, and many of the nation's operators expanded their works. Mines in Somerset County reached record production levels and many new coal operations, such as the Consolidation Company's mines in the Jenner field, were opened. While operators were able to maintain high coal prices for a brief period after the war due to labor difficulties and to a shortage of railroad cars to haul the coal, by 1921 operators were forced to cut prices drastically. By the mid-1920s coal prices were still low but production had nearly returned to the high levels of the war years. Southern coal producers were now commanding a greater share of the market largely because they were not bound by the "Jacksonville Agreement" of 1924, a labor accord signed by the United Mine Workers and Northern producers.[59] Mechanization was also an important factor in increased productivity. In 1900 less than 25 percent of the nation's bituminous coal was mechanically cut, but by 1929 over 78 percent was mechanically cut.[60] The percentages were much the same in Somerset County. In Windber, for instance, 25 percent of the coal was mined by machine in 1900, compared to 75 percent in 1929.[61]

Both Berwind-White and Consolidation responded to these changing market conditions by modernizing some mines while closing others. Consolidation built new tipples, conveyors, and merged its coal cleaning process at a new dry-cleaning plant which it constructed at Acosta.[62]

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[59]Keith Dix, What's A Coal Miner to Do: The Mechanization of Coal Mining (Pittsburgh: University of Pittsburgh Press, 1988), 148.

[60]Harold Barger and Sam H. Schurr, The Mining Industries, 1899-1939: A Study of Output, Employment and Productivity (New York: National Bureau of Economic Research, 1944), 174.

[61]Frank Paul Alcamo, The Windber Story: A 20th Century Model Pennsylvania Coal Town (Privately Published, 1983), 98.

[62]Beachley, History of the Consolidation Coal Company, 70, 83-84.

Berwind-White invested in new technologies, installing new coal cutting, hauling, ventilating and coal cleaning facilities at the Windber mines. For example, in 1926 the company constructed a dry-cleaning plant at Eureka #37. Two years later it constructed a similar plant at Eureka #40. The company then consolidated all of its coal cleaning at these two plants and closed the smaller, less efficient plants that were located near the mouth of each mine.[63] Other Somerset County coal operators also enjoyed record levels of coal production, and a number of coal towns, including Windber and Boswell, witnessed this boom with the construction of new homes, commercial buildings and churches.

But the seeming prosperity of these coal operations masked fundamental problems that were already besetting the industry. A formidable challenge to the dominance of bituminous coal was posed by substitute fuels, with fuel oil, natural gas, and hydro-electricity becoming increasingly attractive to many customers during the 1920s. These fuels were easier to transport and handle than coal, with fuel oil and gas having less bulk per energy value compared to coal. Nor were substitute fuels industries experiencing the same labor difficulties as the coal industry--a fact that was brought home during the nation-wide coal strike of 1922. By the late 1920s substitute fuels were having a dramatic impact on coal production. In 1929 the National Industrial Conference Board estimated that the use of fuel oil had directly displaced about 24 million tons of coal, and that natural gas had directly displaced about 20 million tons of coal. The following year, hydro-electric power had directly displaced some 27 million tons of coal.[64] In 1909 bituminous coal accounted for 70.2 percent of the nation's total energy. By 1929 the total had been reduced to under 53 percent, and

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[63]Hess, "Berwind-White Coal Mining Company," 22-40.

[64]John T. Ryan, Jr., "The Future of the Bituminous Coal Industry," Harvard Business Review 14 (1936), 326-329.

had fallen to 45 percent by 1932.[65] In addition, those industries that were still using coal were employing new technologies that made more efficient use of coal, consequently lowering demand.

Coal developers also contributed to their own woes during the 1920s, and when coal legislation was being considered in 1935 Representative Charles F. Eckert of Beaver, Pennsylvania, referred to the "deplorable plight" of the bituminous coal industry, and expressed the hope that the proposed Snyder Bill could "bring order, efficiency, and stability to an industry that for decades has been chaotic, inefficient, and unsettled."[66] Indiscriminate price cutting had been one source of this chaos, and the differences in wage and transportation costs between Southern and Northern coal producers was another. The Depression worsened the situation, and by 1932 80 percent of surviving coal companies reported net losses to the Bureau of Internal Revenue.[67] During the 1930s the annual coal production for Somerset County was reduced to half of that produced during the boom years of the 1920s. Congress attempted to address the problems of the bituminous coal industry by passing the Guffey-Snyder Act, but the U.S. Supreme Court declared the act unconstitutional in 1936 because of its labor and price-fixing provisions. The Vinson Act, passed in 1937, addressed the concerns of the Supreme Court, and established industry-wide minimum prices as well as standards of fair competition.[68]

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[65]Witt Bowden, "Wage and Price Structure of the Bituminous-Coal Industry," Monthly Labor Review 53 (August 1941), 297.

[66]Quoted in Philip A. Grant, Jr., "The Pennsylvania Congressional Delegation and the Bituminous Coal Acts of 1935 and 1937," Pennsylvania History 49, no. 2 (1982), 123.

[67]David Brody, "Labor Relations in American Coal Mining: An Industry Perspective," (unpublished paper), p. 32.

[68]Grant, 125-127.

The demands of World War II brought about a huge increase in bituminous coal production, from 348,500,000 tons in 1938 to 518,680,000 tons in 1944. This increase was accomplished despite the manpower shortage brought about by the war. While new mines were opened and the average hours per work week for miners rose 40 percent between 1938 and 1942, much of the credit for increased productivity during the war years must be attributed to greater mechanization in the mines. By the end of the war, strip mining was also beginning to account for a greater proportion of the bituminous coal mined--a trend that would be accentuated in the post-war period.[69]

The bituminous coal industry in Somerset County has been in continuous decline since the end of World War II. Production has dropped dramatically, and the mining that is currently being done is dominated by strip operations. In 1945, for instance, nearly 7,600,000 tons of coal were mined in Somerset County, with strip mining accounting for about 1,373,000 tons. By 1970, a total of 3,730,000 tons were mined in Somerset County, with strip mining accounting for 2,400,000 of the total. By 1984 only five deep mines were in operation in Somerset County.[70]

Immigration and Labor

The combination of rapid industrialization in the United States and an upsurge in population in Europe sent two great "waves" of immigration to the United States during the nineteenth century. Between 1820 and 1880, in the first wave of immigration, some 10 million people immigrated to the United States. Predominately from northwestern Europe, these immigrants frequently had much in common with native-born Americans, including language, religion, and a shared political heritage. And while the Catholicism of Irish immigrants, or the languages spoken by German and

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[69]Leo Fishman and Betty G. Fishman, "Bituminous Coal Production During World War II," Southern Economic Journal 18 (1952), 391-396.

[70]Bob Hall, "Somerset County Coal: Boom or Bust!" Four-In-One (November 1984), 9.

Scandinavian immigrants, frequently created barriers and engendered nativist hostilities, the problems of assimilation associated with this first wave of immigration were relatively minor compared to those posed by the next wave of immigration. Some 23.5 million people, most of whom hailed from eastern and southern Europe, immigrated to the United States between 1880 and 1921. Unlike the first group of immigrants, few in this "new wave" were Protestant (most were Roman Catholic or Eastern Orthodox), few spoke English, and few had ever participated in a democratic political system.[71]

The same forces of industrialization and immigration that were reshaping the physical and social landscape on the national level were at work on the local level in Somerset County. The coal industry of Somerset County, like other American industries, recruited immigrant workers to fill a labor shortage created by rapid expansion. Berwind-White, for instance, which had begun mining in Somerset in 1897, initially brought in 1,500 new employees from Great Britain. While Berwind-White professed a preference for immigrant workers from northwestern Europe, believing such workers to be more reliable and productive, the company was forced to begin hiring workers from southern and eastern Europe when it experienced a labor shortage in the first decade of the twentieth century. According to a Berwind-White official, another reason the company turned to this labor source was because "as they [northeastern European immigrants] will not work in the lower occupations, employment of the Southern and Southeastern Europeans is necessary."[72] Berwind-White posted agents to eastern and southern Europe to recruit laborers, and stationed other agents in large East Coast cities, where they put immigrants on trains bound for Berwind-White mines. The

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[71]See Alan M. Kraut, The Huddled Masses: The Immigrant in American Society, 1880-1921 (Arlington Heights, IL: Harlan Davidson, 1982.)

[72]Mulrooney, A Legacy of Coal, 117.

demographic impact of such recruitment on the county was considerable, as can be seen from the following chart.[73]

Year	Population of Somerset County	Percentage of Foreign Born
1860	26,778	5.1
1870	28,226	6.3
1880	33,110	4.3
1890	37,317	3.0
1900	49,461	2.7
1910	67,717	17.0

Between 1900 and 1910 the county's population increased 27 percent, with some communities acquiring an especially heavy immigrant component. Windber, for instance, had a foreign-born population of 75 percent by 1911, with new arrivals creating their own ethnic clubs, beneficiary associations and bands as well as erecting Greek, Hungarian and Russian churches alongside the Lutheran and Presbyterian churches of the older settlers.[74]

Aside from the tensions created by cultural and religious differences, foreign-born workers and native workers often had uneasy relations on the job. Immigrant workers could not help but resent the fact that they were often relegated to the hardest, most poorly paid jobs in the mines, while the best jobs went to native workers. For their part, native workers strongly objected to the role that immigrant workers sometimes played as strikebreakers. The situation was exacerbated in Somerset County because from the beginning the miners here were paid a lower wage than those of neighboring Maryland, even when both worked for the same company. Nor were mining operators

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[73]Sources: U.S. Department of Commerce, Bureau of the Census. Fourteenth Census of the United States Taken in the Year 1920 Vol. I: Population (Washington, D.C.: GPO, 1921), 170; Bureau of the Census, Fourteenth Census of the United States Taken in the Year 1920 Vol. III: Population 1920 (Washington, D.C.: GPO, 1922), 864. Somerset County Planning Commission from U.S. Bureau of the Census, February, 1991.

[74]Mulrooney, A Legacy of Coal, 84-85; Bureau of the Census, Sixteenth Census of the United States: 1940 Vol. II: Population Part 6 (Washington, D.C.: GPO), 53, 66.

averse to using immigrant replacement workers to keep wages low. Through the years both Consolidation and Berwind-White went to great lengths to break any union action by their workers. For instance, when miners in the Meyersdale district formed a small local union and struck against the Somerset Coal Company and the Merchant's Coal Company in 1902 over wage reductions, the Somerset Coal Company closed six mines as a way of firing the union employees. Both companies hired non-union workers from other mines in Pennsylvania, and imported Italian and Slavic workers to replace the strikers. The continued employment of replacement workers after the strike increased the resentment towards immigrants in the county.[75] Labor problems erupted again in 1906. This time 3,000 workers went out on strike against the Berwind-White mines. There was much bitterness and violence, including an incident in Windber in which deputies fired into a crowd, killing several strikers.[76]

In 1922 the United Mine Workers called a national coal strike that affected ten western Pennsylvania coal counties, including Somerset. The UMW demanded the retention of current wage rates (mine operators wanted to reduce the rates), the presence of a union worker to insure equitable procedures at coal weighing stations, and organization of the nonunion fields.[77] Strikers walked out at most of the mines in Somerset County, and coal companies retaliated by hiring 348 private deputies, acquiring injunctions limiting miners' activities, and evicting hundreds of families from their company-owned houses. In addition, Pennsylvania's Governor Sproul sent the state militia into

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[75]Harvey, Best Dressed Miners, 346; Welfley and Blackburn, History of Bedford and Somerset, II:527.

[76]Welfley and Blackburn, History of Bedford and Somerset, II:527.

[77]Carl I. Meyerhuber, Jr., Less Than Forever: The Rise and Decline of Union Solidarity in Western Pennsylvania, 1914-1948 (Selinsgrove, PA: Susquehanna University Press, 1987), p. 61.

non-union fields. Strikers refused to return to the mines, and violence became wide-spread throughout the region.

The strike attracted national publicity, and since E.J. Berwind was director of New York's Interborough Rapid Transit Company, a delegation representing the New York City Council came to Somerset County to investigate the strikers' grievances.[78] This committee, and much of the press, sided with the striking miners, with articles in the New York Times comparing Berwind-White's miners to serfs. The corporate showplace of Windber now became a symbol of "tyrannical coal companies."[79] The strike ended when John L. Lewis, President of the United Mine Workers, signed an agreement with operators in August 1922 that forestalled company pay cuts, but which bound the companies to agreements only with mines that had been non-union before the strike. New union members who had not joined before the strike began, or who joined after April 1, 1922, were left out of the settlement. Most of the Somerset County strikers were in this latter category, and the strike in Somerset County dragged on for another year. The over-abundance of coal supplies (some 45 million tons of coal had been stockpiled before the strike), the lack of full support from the national union and the adamant anti-union stance of the operators, all contributed to the eventual failure of the strike.[80]

If conditions for miners were dire during the 1920s, they were to become even worse during the Depression. Between 1929 and 1932, 300,000 American miners lost their jobs.[81] Prospects

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[78]See John Brophy, A Miner's Life (Madison: University of Wisconsin Press, 1964), 193.

[79]"Release to Press," Folder 42, Heber Blankenhorn Papers, Hillman Library, University of Pittsburgh.

[80]Blankenhorn, Strike for Union, 40, 123-124, 189-193, 219, 223; Mulrooney, A Legacy of Coal, 88. See also John Brophy, A Miner's Life, 176-199.

[81]Brody, "Labor Relations in American Coal Mining," 32.

for miners seeking union affiliation did brighten with the passage of the National Industrial Recovery Act in 1933, which guaranteed to workers the right to organize. The same year John L. Lewis persuaded coal operators to sign the Appalachian Agreement, which finally brought the entire Appalachian region under a central unit, and eliminated the nonunion threat to the UMW.[82]

While there was an intense spurt of mining activity during World War II, the coal industry continued its decline following the war. The number of workers employed by the Somerset County bituminous coal industry dropped steadily, from 6,050 in 1950 to 1,347 in 1970.[83] By 1984 the five remaining deep mines that were still in operation in Somerset County employed fewer than 100 miners.[84]

Logging Industry

While rich coal deposits acted as an impetus for the rapid expansion of the railroad network in Somerset County, other industries, such as logging, also benefitted from the new transportation systems. As with the coal industry, exploitation of the timber resources during the antebellum period had been hampered by the difficulty and expense of transporting goods to markets. Consequently, large-scale logging operations were not practical until the completion of the Pittsburgh and Connellsville railroad in 1871 in the southern part of the county, followed by the northern extension of the B&O in the 1880s.[85]

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[82]Brody, 35-36.

[83]Meyersdale Centennial Souvenir Book (Meyersdale, PA: Meyersdle Printing & Publishing Company, 1974).

[84]Bob Hall, "Somerset County Coal: Boom or Bust!", 9.

[85]Welfley and Blackburn, History of Bedford and Somerset, 530; Benjamin F.G. Kline, Jr., "Stemwinders" in the Laurel Highlands: The Logging Railroads of South-Western Pennsylvania (Williamsport, PA: Lycoming Printing Company, 1973), 1302.

The southern forests were the first to be cut, and in the fifty years between 1870 and 1920 four companies operated on Negro Mountain. Typical of logging companies of the time, each firm built its own narrow gauge railroad, or when necessary, a gravity-tram road that connected to the Pittsburgh and Connellsville Railroad. Portable sawmills were moved from site to site, and temporary work camps were established along the company's railroad.[86]

After construction of the B&O spur line to Johnstown, logging activity intensified in the northern sections of the county. A fairly typical northern timber operation was the Shade Creek Lumber Company in Paint Township. First organized in 1881 by investors from eastern Pennsylvania, the company was purchased five years later by buyers from western Pennsylvania. Renamed the Johnstown Lumber Company, the firm operated a narrow gauge railroad linking its sawmill to the B&O by 1897. The owners also organized the Johnstown Logging and Boom Company to improve navigation on Clear and Dark Shade Creeks.[87]

Most lumbering activity in the northern part of the county did not begin until 1896 when the Berwind-White Coal Company extended the PRR to Windber. After this road's completion a group of new investors, including Edward V. Babcock, became involved. A native of New York, Babcock purchased 6,400 acres of land in the northern townships in 1898. At the time Babcock owned a wholesale lumber business in Pittsburgh but had recently expanded his logging business in West Virginia. Babcock's sawmills were located five miles east of Windber and he was able to get the PRR to build a branch line to his mills.[88]

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[86]Kline, "Stemwinders" in the Laurel Highlands, 1344.

[87]Kline, "Stemwinders" in the Laurel Highlands, 1302-1303.

[88]Kline, "Stemwinders" in the Laurel Highlands, 1306.

Because large timber stands were typically located in isolated areas, lumber companies often found it necessary to build houses for employees. Although the Babcock Company maintained its headquarters in Pittsburgh, one of the directors established residence in the lumber company town of Ashtola. Along with the director's house the Babcock Company also built a general store, a boarding house for about one hundred men, sixty single-dwellings and two double houses, all of which were rented to company employees. In addition to the sawmill, shingle mill, planning mill and electric power plant, the town also had a livery stable, ice house, blacksmith shop, locomotive shop, church and school.[89]

By 1904 Babcock acquired the companies of his nearby rivals, including James Curry and Son located at Arrow, as well as the Seanor plant of the Johnstown-Cambria Lumber Company. Cutting hemlock, white pine, and various hardwoods, the Babcock firm exported timber to Pittsburgh, Philadelphia, and New Jersey. Among the company's specialties was "house lumber," so called because it included enough bundled lumber to build a single house. Coal companies building new patch towns were major buyers of this product.[90] The Babcock lands were logged off by 1913, and the company dismantled its railroads, shipped the mills elsewhere, sold the land and moved its activity to old growth forests in Georgia and Tennessee.[91]

Between 1870 and 1890 mills supplied the local shook and stave businesses, and timber by-products were used by charcoal companies. As the coal industry grew Somerset lumber companies supplied slat to coke companies in nearby Fayette County, as well as mine timbers, railroad ties,

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[89]Kline, "Stemwinders" in the Laurel Highlands, 1311.

[90]Kline, "Stemwinders" in the Laurel Highlands, 1309, 1315, 1317.

[91]Kline, "Stemwinders" in the Laurel Highlands, 1312-1313, 1315, 1317, 1321-1322.

utility poles and housing lumber to coal companies.[92] In Somerset County this close connection between lumber firms and coal companies was manifested in other areas as well. Land that was first owned by a lumber company was sometimes sold to coal companies after the forests were gone. Similarly property that had been mined out could be profitably leased or sold for its timber stands above ground.

One example of this land "swap" occurred near Humbert. In 1901 the Ursina Coal Company purchased land and built a patch town containing one hundred homes, a store, and a hotel. After ten years, however, the company had exhausted the coal reserves and sold its property to the United Lumber Company. In 1917 the land was sold again, this time to a Philadelphia lumber company, which had stripped the forest by 1920.[93] Land exchanges between coal and lumber companies also took place in other parts of the county. For example, the Young and Brown Company logged in Greenville Township in the 1880s, then sold its property to a coal mining operation. Similarly, the M.E. McNeal Company purchased the old Gahagen coal mines near Central City and established a thriving lumber company for a number of years.[94]

Although some logging continued into the 1940s, most of the old growth forests were gone by the 1920s and the timber industry moved out of Somerset County. The temporary nature of the business left few structures behind. Sawmills were usually sold, dismantled and shipped to new areas. The land itself generated second-growth forests, which then covered any remnants of tramways or railroad paths. One structure from the timber industry that remains is the 750' long

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[92]Kline, "Stemwinders" in the Laurel Highlands, 1353, 1364; Welfley and Blackburn, History of Bedford and Somerset, 531.

[93]Kline, "Stemwinders" in the Laurel Highlands, 1334-1336, 1360.

[94]Kline, "Stemwinders" in the Laurel Highlands, 1335-1336, 1360.

Quemahoning tunnel used by the Pittsburgh, Westmoreland & Somerset Railroad Company (a creation of the Byers-Allen Lumber Company).[95]

Other Industries

As the coal and timber industries were being developed in Somerset County, agricultural practices were also evolving. Beginning in 1916 there was a resurgence in the Grange movement throughout the county, with the Grange serving as a distribution center for modern agricultural equipment and new farming techniques, as well as a social venue for farmers and their families. During the 1920s C.C. McDowell, the county farm agent, began promoting potatoes as a crop especially well-suited to the climate and soil conditions of Somerset County. The planting of potatoes greatly increased over the next few years, and the success of local potato crops was instrumental in the decision to build a potato chip factory in Berlin in 1947.[96]

Dairy products and maple syrup were among the oldest agricultural products in Somerset County. Markets for both had been established in Baltimore and Washington, D.C., during the antebellum period, and these products remained important to the economy of the county into the twentieth century. By 1930 the county was responsible for over one-third of the maple syrup produced in the state of Pennsylvania.[97]

Somerset County had long been noted for its scenic beauty, and by the twentieth century the tourist industry had become an important part of the economy in Somerset. In the 1930s the B&O

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[95]Kline, "Stemwinders" in the Laurel Highlands, 1391-1394; Swetnam and Smith, A Guidebook to Historic Western Pennsylvania, 193.

[96]Historical and Genealogical Society of Somerset County, 'Mongst the Hills of Somerset, (Paoli, PA: Taylor Publishing Company, 1980), 446, Trimpey, Somerset-150 Years a County, 41-42.

[97]Writers' Program of the Works Progress Administration, Pennsylvania: A guide to the Keystone State (New York: Oxford University Press, 1940), 553; Budde, "Research on Agriculture in Southwestern Pennsylvania," 114-115, 131.

railroad began running excursion trains into Deer Valley for skiers. At the same time, farmers accommodated summer tourists on their farms. An additional boom to this fledgling tourist industry came from the Works Progress Administration (WPA), which began operating the old Civilian Conservation Corps camp at Mt. Davis as a recreation center in 1939. Other state parks and forests were also created in Somerset, further encouraging the tourist industry. Both Forbes and Babcock parks were established around reclaimed timber lands. Once described as a "land of little towns off in the mountains," Somerset County was well-suited, in both climate and scenery, to capitalize on tourism.[98]

The tourist industry received new impetus with the construction of the Pennsylvania Turnpike. Built as part of a WPA project, the road followed the route of the never-completed South Pennsylvania Railroad. Although design work was started in 1934, it was not until 1940 that the Turnpike was completed. Passing through the middle of the county, the turnpike cut two tunnels in Somerset: Allegheny Tunnel (6,070' long), and Laurel Hill Tunnel (4,541' long). Two tunnels built by the earlier South Penn Railroad through Quemahoning and Negro mountains were replaced with cuts in the hills. The turnpike greatly increased the accessibility of Somerset County, and motels and restaurants opened along the route to serve travelers.[99]

During the last 200 years a number of industries have played prominent roles in the evolution of Somerset County. The woolen industry and the timber industry each have exerted important economic influences, and the coal industry has had a huge impact on the economy and on the social

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[98]Writer's Program of the Works Progress Administration, Pennsylvania: A Guide to the Keystone State, 553-554; Kline, "Stemwinders" in the Laurel Highlands, 1322; Blankenhorn, Strike for Union, 5.

[99]Daniel Cupper, The Pennsylvania Turnpike: A History (Pennsylvania Turnpike Commission, 1990), 6-12.

makeup of the county. A number of these industries retain their importance to the county, although not on the scale they once did, as do such relatively new industries as tourism. But agriculture has remained the backbone of the county, and while Somerset County has broadened its economic base to become part of a national and even international market, the occupation of farming still dominates the life of the county just as it did 200 years ago.[100]

[100]'Mongst the Hills of Somerset,435; Commonwealth of Pennsylvania, Department of Internal Affairs, Seventh Industrial Directory of the Commonwealth of Pennsylvania (Harrisburg: 1931), 631.

EXTRACTIVE INDUSTRIES

W.D. Althouse and Company: Althouse (Company Town)

One mile northeast of Garrett Borough line
Brothers Valley Township

Construction Date: ca. 1899

DESCRIPTION: Only one house remains in the company town of Althouse. Located on the east side of T 431, it is a two-and-a-half-story double house with tongue-and-groove exterior wood clapboard, a stone foundation, and a center brick chimney. The structure has double-hung, two-over-two-light windows, a side-gabled asphalt-shingled roof, and a full-front porch. It now serves as a single-family dwelling. The only other major evidence of a town is a concrete foundation wall several feet high in a "U" shape.

HISTORY: W.D. Althouse and Company was a Philadelphia-based coal company which, in the late-nineteenth century, operated coal mines in Maryland, West Virginia, and Pennsylvania. In 1899 the company built the mining town of Althouse on a portion of the J.M. Shober farm. W.D. Althouse and Company leased between 1,200 and 1,500 acres in the vicinity to sustain its mining operations.

In 1900 Althouse's Ponfeigh and Allegheny mines employed 102 people and produced some 47,000 tons of coal. At its peak, the town of Althouse consisted of twelve three-room bungalows, three double houses, three large six-family houses and a superintendent's house. The town had its own schoolhouse and company store. In 1902 W.D. Althouse and Company was absorbed by the Somerset Coal Company. About 1910, the mining operations at Althouse were taken over by the Consolidation Coal Company. Only one of the mines, Consolidation No. 111, continued in operation. In 1920 roughly 26,000 tons of coal were mined. Mining ceased sometime between 1920 and 1930.

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Baker-Whitely Coal Company: Baker-Whitely (Company Town)

East of Hooversville Borough Line; T 611, T 612
Shade Township

Construction Date: ca. 1911

DESCRIPTION: The company town of Baker-Whitely consists of some fifteen company houses. It is located at the juncture of T 611 (running north-south) and T 612 (running east-west). A one-

and-a-half-story, front-gabled, clapboard company store originally known as The Calvert Supply Company is located on the west side of T 611. It is presently used for storage by Daniel Shaffer's, Inc., of Hooversville, an appliance store. The fourteen extant company houses consist of two-story doubles and one-story side-gabled single-family houses. Three two-story doubles on the north side of T 612 (two of which are vacant) retain much of their original appearance. They are side-gabled, with brick chimneys at each end, plus one chimney at the gable of their rear projections and have double-hung, two-over-two-light windows. A few houses retain their original clapboard exterior, whereas others are covered with contemporary siding. A tall one-story painted brick mine building stands just to the west of the town. West of this brick structure is a 1970s Reitz Coal Company coal cleaning plant. An abandoned rail spur connects the site with the Baltimore and Ohio Railroad Somerset & Cambria Branch at Hooversville.

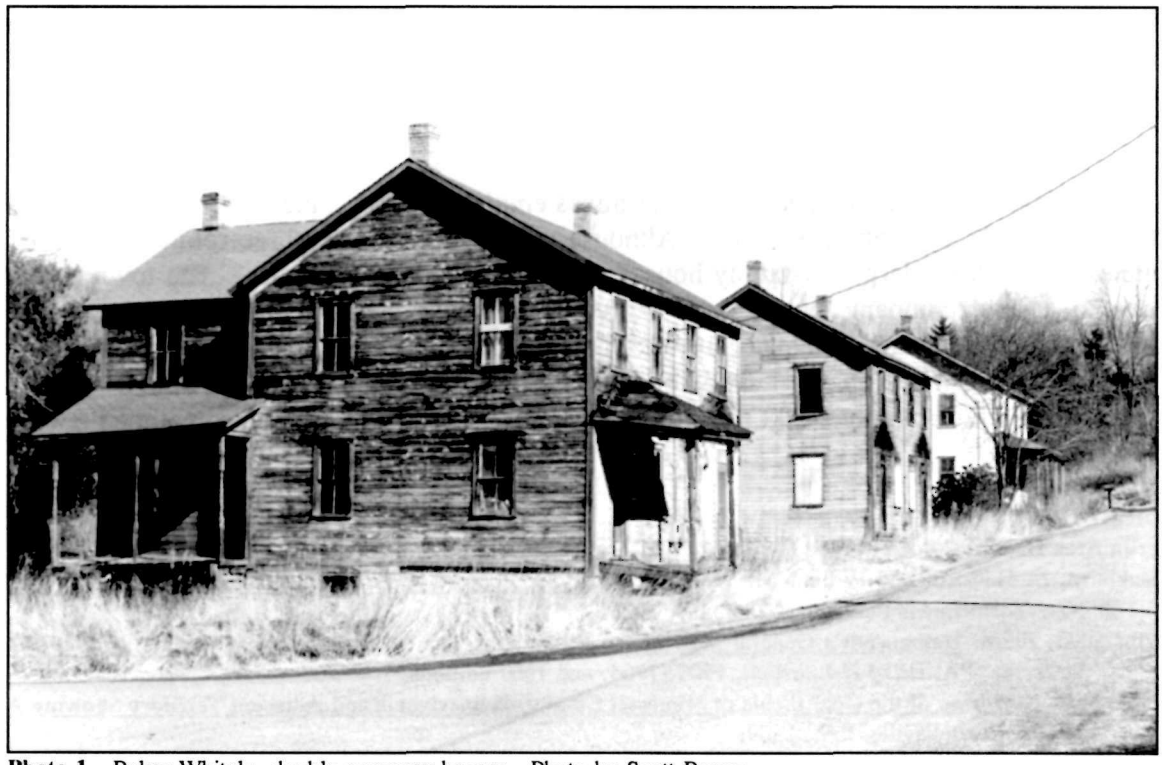

Photo 1. Baker-Whitely, double company houses. Photo by Scott Brown.

HISTORY: The town of Baker-Whitely once had 200-300 occupants, primarily Lithuanian, Slovak, Italian, Hungarian, Polish, and Russian immigrants. At one time there was an elementary school, a community hall, and fifty houses with water pumps at every two houses. Initially the site of the Albert Pheasant Farm, the Baker-Whitely Coal Company of Baltimore began mining here around 1911. The company already had a mine in Cambria County by 1910. Under an arrangement in which the company leased the land from the Berwind-White Coal Mining Company and paid a royalty, Berwind-White completed the necessary engineering tasks, including setting the sites and laying out headings.

Baker-Whitely operated three drift mines at the site, Elma Nos. 1, 2, and 3. Elma Nos. 1 and 2 were in the Lower Kittaning Seam and Elma No. 3, just to the north (and not in operation until sometime after 1915), was in the Upper Kittaning Seam. In 1930 the three mines produced about 200,000 tons and employed 261 workers. By 1950 only Elma Nos. 2 and 3 were operating, producing about 113,000 tons. Mining ceased in 1952 and the company sold many of the houses to the occupants. Elma No. 1 was reopened in 1977 for a brief period by the Reitz Coal Company, which utilized the coal-cleaning facility on the site.

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Berwind-White Coal Mining Company: Eureka No. 30

On both sides of SR 4022
West side of Paint Borough

Construction Date: 1897

DESCRIPTION: Little remains of the original mine site. The boney pile at Eureka No. 30 was moved in 1990, and the area reclaimed. The fan house and most of the mine buildings were razed in about 1976. Evidence of stone foundations from tipple piers remains, and rails from the South Fork Branch of the Pennsylvania Railroad to the mine site are visible. Portions of two rows of side-gabled barracks remain. Most have been extensively modified. Several were destroyed by fire in the late 1960s, and many others have been demolished. The original company store, now covered in stucco and serving as a private residence, is located on the north side of SR 4022. It is a two-story, front-gabled structure that retains most of its original two-over-two-light windows.

Approximately twenty-three, two-and-a-half-story double company houses remain. They contain two-over-two-light windows, and full-front porches. Historian Margaret Mulrooney describes these dwellings as follows:

> They were simple, four-bay, balloon-frame structures with stone foundations, end chimneys, and weatherboard siding. Each unit had six rooms: parlor, dining room and kitchen downstairs, and three bedrooms above. There was also a cellar and an attic. Both units together measured 32' x 24' with a 24' x 14' rear ell . . . Each structure cost $800 to build and rented for $9 a month, the maximum rent for a company house in 1911.

HISTORY: Built in 1897 under the supervision of James Stuart Cunningham, Berwind-White's mining engineer, Eureka No. 30 was the first Berwind-White mine in a region in which Berwind-White would eventually establish a dozen mines. In 1898 Berwind-White created the company town of Windber, around which its mines were clustered. The first dwellings, which housed primarily Hungarians, were barracks that were known locally as the "red shacks" because they were painted red. A Chambersburg steam engine originally provided power at Eureka No. 30, with a Capell fan being used for ventilation. About 1904 the company built a large power plant at Eureka No. 38 that provided power for that mine as well as for mines 30 and 39. A new powerhouse built at Eureka No. 40 in 1906 eventually supplied power to mines 30, 31, 32, 35, 37, and 40. Electric haulage was used in all the Eureka mines. The barracks occupied by Hungarian workers were later modified into houses. In 1900 Eureka No. 30 produced about 552,000 tons of coal with 352 miners.

In 1920 229,000 tons of coal was produced with 219 workers. The mine closed in 1930. The Berwind-White Company reached its peak of production in 1910, when it extracted over 4.3 million tons of coal from its Pennsylvania mines. A decade later production was under 3 million tons, and except for the war years of the 1940s, production continued to lag. By 1960 Berwind-White was mining fewer than one million tons of coal per year. Two years later the company began selling off its coal assets.

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Presky, Jim. Paint, PA. Personal Interview, 21 July 1991.

Berwind-White Coal Mining Company: Eureka No. 31

Both sides of 9th and 10th Streets and west side of 11th Street
Between and Lincoln Avenues Construction Date: 1897
Winder

DESCRIPTION: Eureka No. 31 consists of both front- as well as side-gabled single-family houses with full-front porches. Contained within a six block area of Windber, approximately seventy company houses were built for workers at Eureka No. 31. The Eureka No. 31 company store is extant at the northwest corner of 10th Street and Jefferson Avenue. It is a two-story, front-gabled brick structure with brick corbeling. The building was recently used as a sewing factory. Directly behind the store is the former Windber Branch of the Pennsylvania Railroad. The mine buildings of Eureka No. 31 once stood on the south side of Big Paint Creek (the houses were on the north side), but the area is now bisected by SR 56 (the Windber Bypass).

HISTORY: Opened in 1897, the Eureka No. 31 mine site once contained as many as fifteen mine-related structures, as well as a spur from the Windber Branch of the Pennsylvania Railroad that ran

from the north side of Big Paint Creek to a tipple on the north side of the mine buildings. Eureka No. 31 was a drift located on the Lower Kittaning seam. Three two-story barracks known as "Hungarian Quarters" once stood between the railroad siding and the creek. These structures were probably similar in appearance to the extant barracks at Eureka No. 36. At the end of 10th Street a metal truss bridge once spanned Big Paint Creek from the end of 10th Street, which workers used to gain access to the mine.

In 1900 Eureka No. 31 produced about 477,000 tons of coal and employed 521 workers. By 1930 production was down to about 37,000 tons with a work force of forty-seven. Mining had ceased by 1940.

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Berwind-White Coal Mining Company: Eureka No. 32

Extending from 19th to 20th Streets, and Park to Graham Avenues — Construction Date: 1898
Windber

DESCRIPTION: Eureka No. 32 consists of approximately forty two-and-a-half-story side-gabled single-family houses. Still surviving is the Eureka No. 32 company store, a two-story brick structure built ca. 1910 located at the northwest corner of 21st Street and Graham Avenue. Somewhat more ornate than the other Eureka Supply Company stores, this building has a front balcony on the second story with a bent iron railing. The first floor is currently being used as a pizza shop and market, while the second floor accommodates apartments.

The mine buildings of Eureka No. 32 once stood to the north of the intersection of 21st Street and Park Avenue. Some brick and rubble are still extant at the site. An abandoned rail spur that once served the mine site runs along the west side of the company store and continues to the north to the former Berwind-White repair shop. (See Berwind-White Coal Mining Company: Windber Repair Shop.)

HISTORY: Beginning operations in 1898, the Eureka No. 32 site once contained as many as twelve mine-related buildings. To the north of the mine site once stood four, two-story barracks. Known

as "A, B, C, and D," there were two barracks on the north side of Big Paint Creek and two on the south side. Many of the workers at this mine site were of Italian ancestry.

In 1900 Eureka No. 32, a drift mine on the Lower Kittaning seam, produced about 296,000 tons of coal and employed 410 workers. Production had declined by 1910, and mining operations ceased altogether by 1912.

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Berwind-White Coal Mining Company: Eureka No. 34

West side of Pennsylvania Railroad spur
Approximately one mile south of Windber

Construction Date: 1898

DESCRIPTION: Strip mining is currently being conducted on the site, but the original mine boilerhouse is vacant. It is a tall, one-story structure with brick pilasters and tapestry patterns on the exterior. It has a small brick chimney (not the original smokestack) and all the windows have been filled in with brick and concrete block. Two large arched openings on both sides are filled in.

HISTORY: Eureka No. 34 was one of a series of twelve Berwind-White mines established in rapid succession in the Windber region, beginning in 1897. This mine operated for seventeen years, producing 3.4 million tons of coal between 1898 and 1914. A smokestack on the south side of the No. 34 powerhouse was demolished in the mid-1970s.

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Berwind-White Coal Mining Company: Eureka No. 35
Both sides of SR 1033 (Railroad Street) Construction Date: 1898
Windber

DESCRIPTION: Approximately fifty company houses are extant at Eureka No. 35. They are primarily two-and-a-half-story, side-gabled double houses, with full-front porches (some of which have been enclosed). Several houses retain their original board-and-batten siding. On the north side of SR 1033 (Railroad Street) are three two-and-a-half-story, cross-gabled management houses. On the west side of these houses is a small one-and-a-half-story dispensary. The first dwellings for workers at No. 35 were barrack-style houses. Originally known as the "red shacks," three of these six-unit dwellings are extant on the south side of the road near the bend.

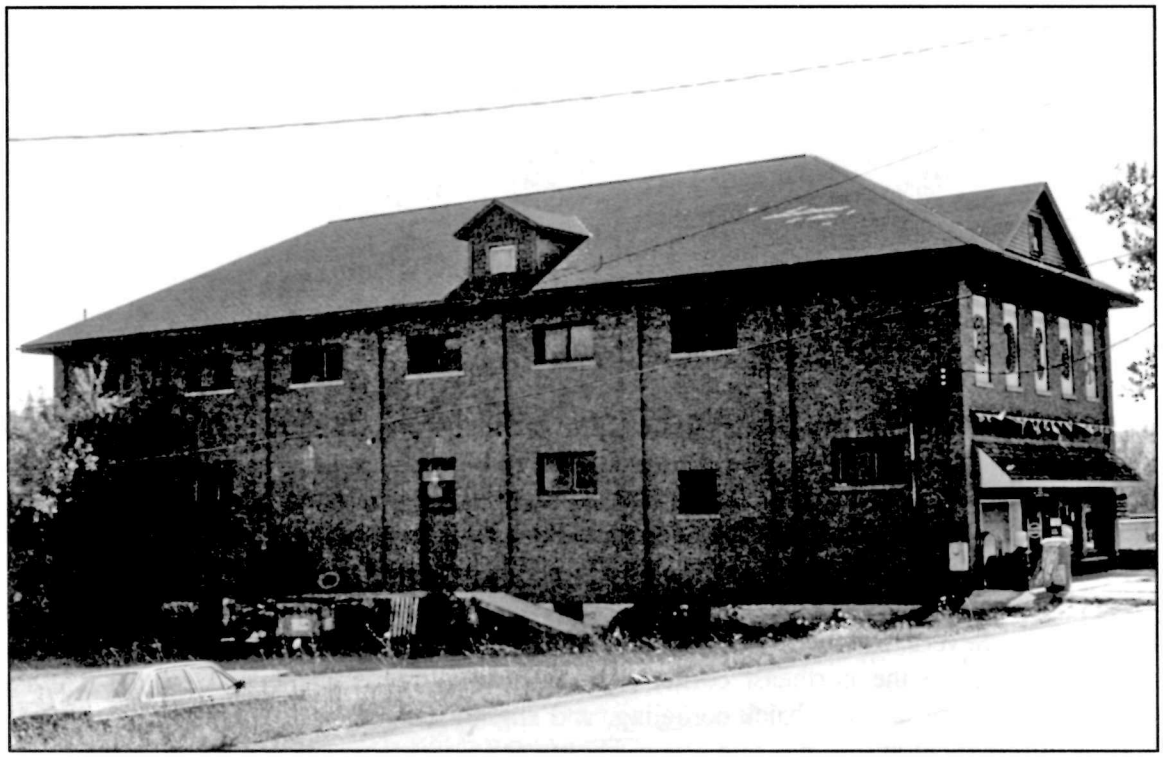

Photo 2. Eureka No. 35, company store. Photo by Scott Brown.

Also on the south of the road to the east of the mines buildings is the Eureka No. 35 company store. It is a two-and-a-half-story hipped-roof structure with gable dormers. The front has been altered to accommodate its present use as a tire store. A garage and garage door as well as a contemporary overhang have been added.

Numerous mine buildings are extant on the south side of Railroad Street. The most prominent is a tall one-story brick powerhouse. It has brick corbeling and decorative limestone blocks within the slightly-arched brick lintels. The paired windows have nine-light windows, many of which have been broken out or completely filled in. The powerhouse features two air vents at the apex of its

Photo 3. Eureka No. 35, powerhouse. Photo by Scott Brown.

gabled roof and a steam whistle that protrudes from a window on the east side. On the south wall is an opening where a conveyor once connected the building to an ash dump across the railroad tracks. Chimneys once were connected to both the east and the west walls. The east wall retains the outline of both an armature winding and electric repair shop, and a fan house.

Other surviving mine buildings include the parallel brick lamp house and motorbarn to the east of the powerhouse. Several long wooden structures are extant adjacent to the railroad tracks. Situated near the road, next to the northeast corner of the powerhouse, is a small one-and-a-half-story, gabled-roof doctor's office with brick corbeling, and slightly arched brick lintels. Just west of this structure is the foundation of the original powerhouse for Eureka No. 35.

HISTORY: Eureka No. 35 began operating in 1898 and was one of the largest Eureka mines in the area. The original powerhouse had Thompson-Ryan direct-current dynamos connected to McEwen steam engines. This facility was replaced in 1908 with the present larger powerhouse. The new powerhouse provided steam to the Windber Heating Company and electricity to the Windber Electric Company, as well as power to the Eureka No. 35 mine and houses. A two-story, gabled-roof armature winding and electric repair shop once abutted the east wall of the Eureka No. 35 powerhouse, and two 124' brick chimneys abutted the east and west walls. In addition, there is evidence that a coal hoist building once adjoined the west wall of the powerhouse. The original powerhouse was razed in the 1970s, while the second powerhouse was razed between 1987 and 1991.

The supply house and the machine shop, both built in 1933, replaced original buildings that had been destroyed by fire. These facilities served as the central repair shops for Berwind-White's electrical and mechanical equipment. Some of the company's equipment was also built here, including belt feeders for loading mine cars and an experimental coal cutter.

From an early date drainage was a problem at the Eureka mines. A central pumping station to serve all the Eureka mines was built in 1909 at Eureka No. 35 because of No. 35's central location. By the mid-1920s this station was no longer able to meet demand, and an additional station was built in 1929. Located at Berwind-White's Maryland No. 1 in Cambria County, this new station reduced the load at the Eureka No. 35 pumping station by almost half.

Eureka No. 35 was a drift mine on the Lower Kittaning seam that produced about 441,000 tons of coal and employed 441 workers in 1900 (its first year of operation). Another drift mine, Eureka No. 35 Upper, was in operation by 1910, providing coal for the powerhouse. This proved to be a peak year for operations, and both mines produced about 651,000 tons of coal and employed 839 workers. Berwind-White sold its company housing to individuals in 1951, and by 1959 mining had ceased altogether at Eureka No. 35. In 1970 the Richland Coal Corporation reopened the original No. 35, and produced about 4,000 tons with five workers. Mining continued at low production levels for the next decade. The mine was closed after 1980.

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Berwind-White Coal Mining Company: Eureka No. 36

Both sides of SR 1033 (Railroad Street) Construction Date: 1900
Windber

DESCRIPTION: Eureka No. 36 contains approximately forty two-and-a-half-story, side-gabled double houses. Some retain their original clapboard siding and two-over-two-light windows. On the south side of Railroad Street are three six-unit barrack-style structures. One suffered severe fire

damage and remains unoccupied. On the same side of the street is a vacant one-story frame schoolhouse.

Only one mine building at Eureka No. 36 is extant. It is east of the company houses on the north side of Railroad Street and is presently in use by Romani Industries, manufacturers of concrete products. A brick hipped-roof structure, it features brick corbeling and a concrete block addition on the south side.

HISTORY: Operations began at this drift mine on the Lower Kittaning seam in 1900. The first company houses built were the six-unit barracks for single miners. Known as the "red shacks," these barracks derived their name from the fact that they were originally painted red. On the east side of the extant mine buildings once stood a blacksmith shop, motorbarn, and a boiler house. A peak year of production at Eureka No. 36 was 1910, when 800 workers extracted 700,000 tons of coal. By 1940 production was down to about 67,000 tons with ninety-three workers employed. Mining ceased in 1949 and the boiler house was dismantled and moved to Berwind-White's Maryland No. 2 in Cambria County. In 1954 104 houses at No. 36 were sold off to individuals.

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Berwind-White Coal Mining Company: Eureka No. 38 and 39 and Seanor (Company Town)

South of SR 601, North of Pennsylvania Rail Road branch
Paint Township Construction Date: 1900

DESCRIPTION: At the Eureka No. 38 mine site, located on the south side of an extension of T 748, there are the remains of a wooden tipple, and the stone foundations from a boilerhouse and a powerhouse. There are several large boney piles. Remaining at the Eureka No. 39 mine site, located to the southeast of No. 38, are several rows of stone piers, a stone foundation, the remains of several wooden tipples, walls from a concrete-block structure, the grade from the Pennsylvania Railroad Shade Creek Branch spur line into the mine site, and a large boney pile.

Company housing surviving at Seanor includes six side-gabled double houses with central ridge brick chimneys on T 748 (a dirt road leading to the No. 38 and No. 39 mine sites). These two-and-a-half-story structures have full-front porches, and at least one retains its original board-and-batten siding. There are also approximately thirty one-story single-family houses primarily along T 707 (Vine Street). On the west side of T 748 stands what was most likely a two-story company store. While it appears to retain some of its original three-over-three-light windows, this building is covered in

contemporary siding and now serves as a private residence. The stone foundations of sixteen double houses can be seen on the road to No. 39, and in a wooded area between a dirt road and Paint Creek several stone foundations remain of the seventy-eight double houses that once stood here.

HISTORY: Originally known as Foustwell, this town had a post office by 1892. After Berwind-White began mining in the area in 1900, it built about 100 company houses in 1901 and renamed the town Seanor. Miners from both Eureka No. 38 and Eureka No. 39 were housed at Seanor. Additional houses were built by the Pot Ridge Coal Company in 1920. In 1904 Berwind-White constructed a power plant at Eureka No. 38 that provided power for mines 30, 38 and 39. Eureka No. 38 operated between 1902 and 1908, producing over 570,000 tons of coal, and Eureka No. 39 operated between 1902 and 1928, producing over 5,700,000 tons of coal.

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Berwind-White Coal Mining Company: Windber Repair Shop

900 19th Street
Borough of Windber

Construction Date: 1910

DESCRIPTION: The Berwind-White Windber Repair Shop is located on an abandoned rail spur that once linked Eureka No. 32 to the Pennsylvania Railroad. A yellow structure with a roof vent and two sets of tracks leading into it, the repair shop retains the original tongue-and-groove clapboard siding and six-over-six-light windows. Between the rough-faced ashlar stone foundation and clapboard exterior there is a small section of concrete block, indicating that this building may have been raised off the foundation. To the west of the shop is a compression house. On the north side a very small structure stands next to a large metal oil tank. Between the compression house and the machine shop to the south is a small building housing a boiler that at one time produced power needed for riveting and sandblasting coal hoppers. These corrugated metal structures, constructed sometime after 1916, have all been abandoned.

One set of tracks leading to the complex splits into three separate sets, stopping abruptly inside the building. The compression house and machine shop both have high smooth-faced ashlar stone foundations, multi-pane casement windows, and each has three roof vents. Other contemporary structures on the site include a one-story concrete-block office and a large corrugated-metal building. Abutting the Repair Shop to the north are several ca. 1970s corrugated-metal buildings. The building is currently being used as a steel-fabricating facility.

HISTORY: Berwind-White Coal Mining Company's extensive mining activities in Pennsylvania and West Virginia necessitated a large fleet of railroad coal hoppers. In 1906 Berwind-White built a central repair and manufacturing shop at Hollidaysburg. Although machine shops at individual mines could handle minor repairs, hoppers in Windber that needed more extensive and specialized repairs were sent to the Hollidaysburg shop. The site is now occupied by the Berwind Railway Service Company, a company that repairs, cleans, maintains, and rebuilds freight cars from any railroad.

Berwind-White decided to build a smaller regional repair shop for Windber. First located on Stockholm Street adjacent to the Pennsylvania Railroad Freight House, the Windber Repair Shop had a blacksmith shop abutting the west side. Two sets of tracks led into the south end of the shop and by 1910 these tracks were extended through the building to link up with the Pennsylvania Railroad at the other end. Between 1910 and 1916 the present shop was constructed and the original one razed.

Berwind-White's first coal hoppers were wood and had a capacity of 36 tons. Later steel hoppers had a capacity of 50 tons. Reportedly the Pennsylvania Railroad preferred Berwind-White's hoppers to its own, and by 1940 Berwind owned some 4,000 coal hoppers. A peak year for employment at the Windber shop was 1938 when there were thirty-eight workers.

During World War II and shortly afterward there was a boom in coal mining in the region, and the Windber shop was expanded in order to repair other company's coal hoppers. In 1964 Berwind-Corporation, which had been created in 1962 as a holding company, sold its 1,700 coal hoppers to the Pennsylvania Railroad. The Windber shop quit freight car repair and maintenance about 1980. Griffith-Custer Steel, a steel fabricator, acquired the Windber repair shop in 1987.

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Olson, Bill. Berwind Railway Service Company, Hollidaysburg, PA. Telephone Interview, 2 March 1992.

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Bird Coal Company: Tire Hill (Company Town)

Intersection of SR 403 and SR 4041 — Construction Date: 1910s
Conemaugh Township

DESCRIPTION: Tire Hill contains seventy-five two-and-a-half-story side-gabled double houses located on both SR 403 and SR 4031. On both sides of SR 4041 are two-and-a-half-story front-gabled single-family houses. The company store, a two-story brick structure with decorative brick

patterns near its cornice, is on the north side of SR 403. Two brick mine buildings are extant near the southwest corner of SR 403 and SR 4041. The powerhouse is located a slight distance to the south of the machine shop. It is a tall one-and-a-half-story structure with electrical wires protruding from its north wall and slightly arched brick lintels. Although it has been abandoned, electrical equipment may remain inside. The powerhouse appears to retain the original six-over-six-light windows, although some of them are covered up. The machine shop is a large one-and-a-half-story structure with multipane windows. The grade of the mine tracks is still extant as well as several small bridges that carried the tracks over a stream. SR 403 spans the mine track grade, which heads north to Stony Creek on a concrete bridge.

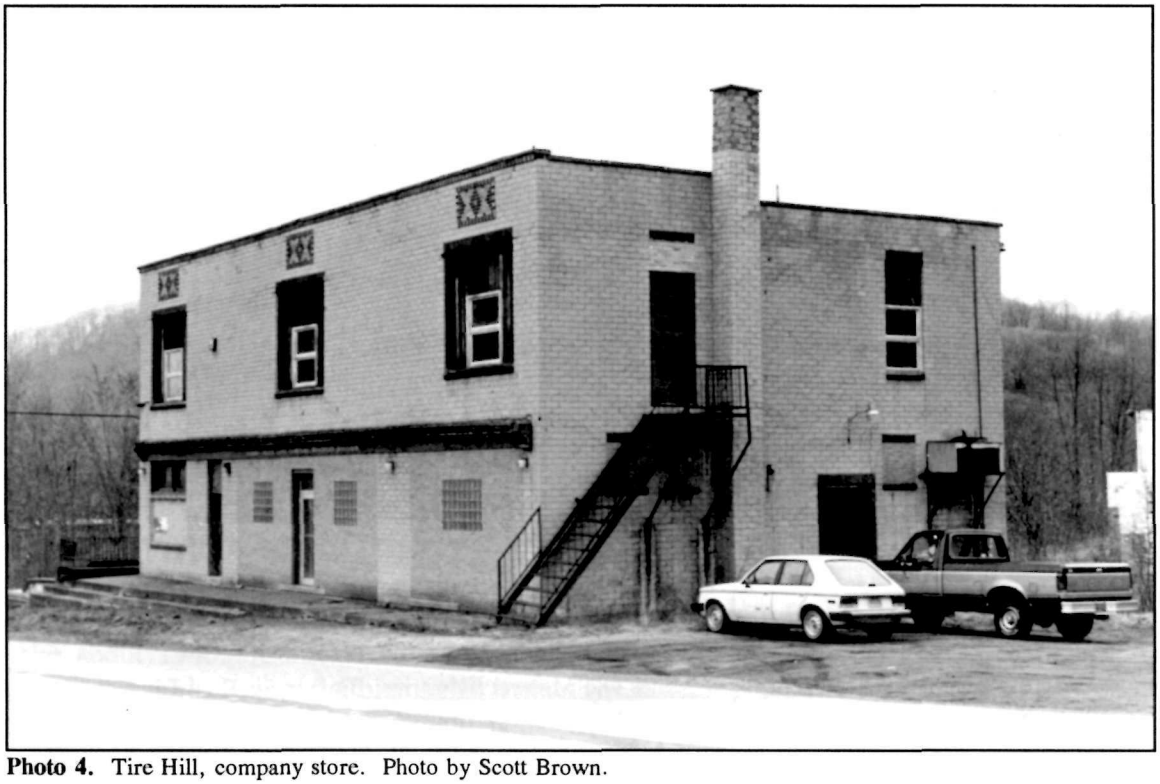

Photo 4. Tire Hill, company store. Photo by Scott Brown.

HISTORY: Bird Coal Company laid out and built Tire Hill in the 1910s. Bird No. 1 was in operation as early as 1915. In 1920 Bird Nos. 1 and 4 produced 141,000 tons of coal and employed 148 miners. By 1930 Bird Nos. 1, 2 (located at Krings) and 5 (a drift mine in the Upper Kittaning seam) produced about 284,000 tons of coal and employed 307 workers. In the 1940s Bird acquired the Valley Coal & Stone Company, north of Tire Hill at Riverside, Cambria County. A peak year of production was 1950 when Bird No. 2 (a drift mine in the Upper Kittaning seam) produced about 553,000 tons of coal and employed 575 workers. By 1960 Bird No. 2 cleaning plant and No. 3 mine employed 104 workers and produced 243,000 tons of coal. In the 1960s Bird was absorbed by the Island Creek Coal Company, a subsidiary of the Armand Hammer Company. Mining ceased in the 1980s, and in 1991 the mines were sealed and the tracks were removed. Mine car tracks once spanned Stony Creek on a bridge into Cambria County and over a hill on a conveyor into Riverside,

Photo 5. Tire Hill, single-family company housing. Photo by Scott Brown.

where Bird operated a mine, cleaning plant and tipple. These were served by the Somerset & Cambria Branch of the Baltimore and Ohio Railroad.

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Cambria Fuel Company: Cambria No. 4

Northeast of intersection of SR 1003 and SR 2033
Stony Creek Township.

Construction Date: ca. 1940

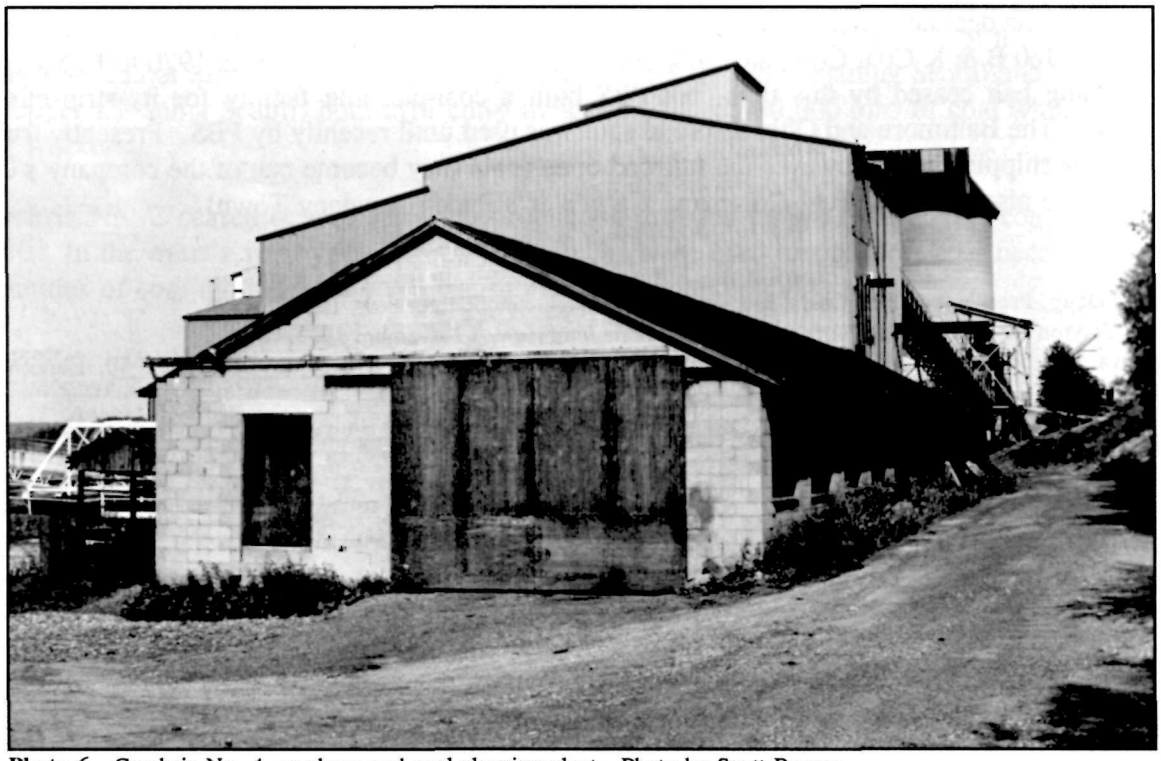

Photo 6. Cambria No. 4, car barn and coal cleaning plant. Photo by Scott Brown.

DESCRIPTION: Four concrete-block mine buildings were built by the Cambria Fuel Company at this site about 1940. Cambria No. 4 is located at Dovey Station, the end of a spur from the Baltimore and Ohio Railroad Coleman Branch. The buildings include an office and a wash house on the east side of SR 1003 just south of the tracks. These two concrete-block buildings have casement windows and corrugated metal roofs. Located on the east side of SR 1003 and on the south side of the tracks is a blacksmith/machine shop and to its east, a car barn. These two buildings have infilled windows and asphalt shingle roofs. To the east of the car barn is a coal-cleaning plant owned by PBS Coals, Inc. The portal of Cambria No. 4 is still visible under the east side of SR 1003 between the tracks and the mine office building.

A brick farmhouse to the south of the blacksmith/machine shop and car barn was on the site prior to the mine and was used as the superintendent's home. Another structure at the site predating the mine is a wood-frame house on the west side of SR 1003 that was used as the assistant mine foreman's house.

HISTORY: Cambria Fuel Company began mining on the site about 1940 immediately after successfully operating Cambria Nos. 1 and 2 for many years at Carpenter's Park in Conemaugh

Township. Most of the coal from the Cambria No. 4 drift mine in the Lower Freeport seam was sold to the steel industry, including companies such as U.S. Steel and Jones & Laughlin.

In 1950 approximately 201,000 tons of coal were produced at Cambria No. 4 with a work force of 190. Production declined after that year, in part due to a trend for steel companies to operate captive mines. In 1960 B & K Coal Company took over Cambria No. 4, then sold it in 1970 to PBS Coals, Inc. Mining had ceased by this time, but PBS built a coal-cleaning facility for its strip-mining operations. The Baltimore and Ohio Railroad spur was used until recently by PBS. Presently trucks are used for shipping coal; however the railroad once again may become one of the company's coal carriers. See also Cambria Fuel Company: Carpenter's Park (Company Town).

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Cambria Fuel Company: Carpenter's Park (Company Town)

SR 4022 and T 767 — Construction Date: ca. 1919
Conemaugh Township

DESCRIPTION: Carpenter's Park consists of thirty-two former company houses. On the south side of SR 4022 are two rows of front-gabled one- and two-story houses and one single-family house. In the center of this section is the former company store, now used as a residence.

At the end of T 767, a curving dead-end street on the south side of the mine building, is a large two-story house, possibly a superintendent's house. On the south side are several concrete block one-and-a-half-story, front-gabled, single-family houses. These houses have rough-faced concrete block quoins and front porches, some of which have been enclosed. At least one is abandoned and deteriorating. On the same side are several one-story, single-family frame houses and one two-story double house.

At the center of the small town is a brick structure that once served as a machine shop for Cambria Nos. 1 and 2. It is presently used as a garage, or possibly a residence. A closed road on the east side of this structure once connected the two parts of the town. A two-story Union Hall located on the north side of SR 4022 is presently used as a residence. It has stone on the first level with contemporary siding above.

HISTORY: Cambria Fuel Company was founded about 1919 by Clayton Dovey. Dovey was president until his death in 1956 when his son John Dovey took over. Cambria bought the Valentine Yoder farm for Carpenter's Park, but mining was being done at Cambria No. 1 prior to the purchase. The Yoder barn housed mules for the mine but has long since been razed. The Cambria

Store Company, proprietors of the company store, was established in 1922. The Union Hall was constructed during the 1930s.

The local terrain dictated that coal be hauled through one of the mines and then out again before reaching a conveyor that lowered it down to the Somerset & Cambria Branch of the Baltimore and Ohio Railroad at Stony Creek. By 1930 Cambria No. 1 (Lower Kittaning Seam) and Cambria No. 2 (Upper Kittaning Seam), both drift-entry mines, produced 400,000 tons of coal while employing 287 workers.

Cambria No. 2 ceased operations when production dropped to 140,000 tons of coal shortly after 1940. In the mine's final years of operation trucks were used to transport coal because the small quantities of coal did not justify rail transport.

Sources:

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Eash, Dorsey. Conemaugh Township. Personal Interview, 5 April 1991.

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Chapman Coal Mining Company: Chapman No. 1 and No. 2 and Coal Run (Company Town)

One mile northwest of Boynton — Construction Date: ca. 1900
Elk Lick Township

DESCRIPTION: The remnants of the company town of Coal Run consist of several single-family houses. Originally all identical in appearance, the surviving examples are two-and-a-half stories with side gables and stone foundations. They are covered with an asphaltic siding.

On the north side of SR 2014 is an abandoned church, originally Methodist, but last used by the Mennonites. The town once had a company store that has long since burned down. On the south side of a tributary to Elk Lick Creek are several larger company houses on what was once a section with several streets. Many other houses also stood in this area, as well as the two drift mines, the tipple, and possibly some mine buildings. Several boney piles remain as well as a stream flowing from one of the mines. A railroad spur entered the town and met the Salisbury Branch of the Baltimore and Ohio Railroad near West Salisbury. Portions of this grade are still visible in Coal Run.

HISTORY: Coal Run was most likely constructed by Chapman Coal Mining Company of Baltimore about 1900. The eighty-three employees mined 75,000 tons of coal from the single mine. In 1902 Somerset Coal Company absorbed Chapman Coal Mining Company and ran Chapman Nos. 1 and 2 until 1909. Consolidation Coal Company took over these mines after 1909, when it acquired most

of Somerset Coal Company's operations. Reportedly, some of the houses were dismantled and moved by Consolidation to the new company town of Gray in Jenner Township. By 1919 C.K. Bowman & Company was running Chapman Nos. 1 and 2. The following year George G. Bowman Coal Company mined Chapman No. 1 while C. K. Bowman & Company (the Bowmans were brothers) operated Chapman No. 2. The two drift mines on the Redstone seam employed fifty-six and produced about 44,000 tons of coal in 1920. Mining ceased in the late 1940s.

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Thomas, Garth. Salisbury, PA. Telephone Interview, 5 November 1991.

Consolidation Coal Company: Gray (Company Town)

SR 4008; east of intersection with T 703 — Construction Date: 1913
Jenner Township

DESCRIPTION: Gray contains eighty front-gabled, two-and-a-half-story single and double houses with central ridge chimneys. Some houses appear to retain their original clapboard exterior but most have been covered in contemporary siding. The town, consisting of seven north-south streets (T 862, T 864, T 866, T 870, T 872, and T 874) and two east-west streets (T 784 and T 791), primarily slopes downhill to the south. Additional company houses are extant on the south side of SR 4008 to the west of the town. At the center of town on the south side of SR 4008 is a large open space with a baseball field. Extant company buildings facing the open space to the north include a mine office and a doctor's office, now both private residences. Behind the former office is a garage once used as the company fire department. On the north side of SR 4008 is a schoolhouse, now used as community building, as well as the Biesecker farmhouse. Beam's Church was once a Protestant place of worship for miners and their families. Now known as the Laurel Hill Tabernacle Church, it is located at the intersection of SR 4008 and SR 4013 to the west of town. The mine site was on the south side of town, where there is a boney pile.

HISTORY: Gray was laid out and built on the site of several former farms by the Consolidation Coal Company in 1913. The name of the town reportedly was derived from the fact that company houses were originally painted gray. In the 1920s houses from Consolidation Coal Company's operation at Coal Run, Elk Lick Township, were dismantled and moved to Gray after Consolidation ceased operations there. Facing the open space next to the mine office was the company store operated by the Dull Mercantile Company for the Consolidation Coal Company and known as the Gray Store. Facing the open space next to the doctor's office was the recreation hall. Both burned

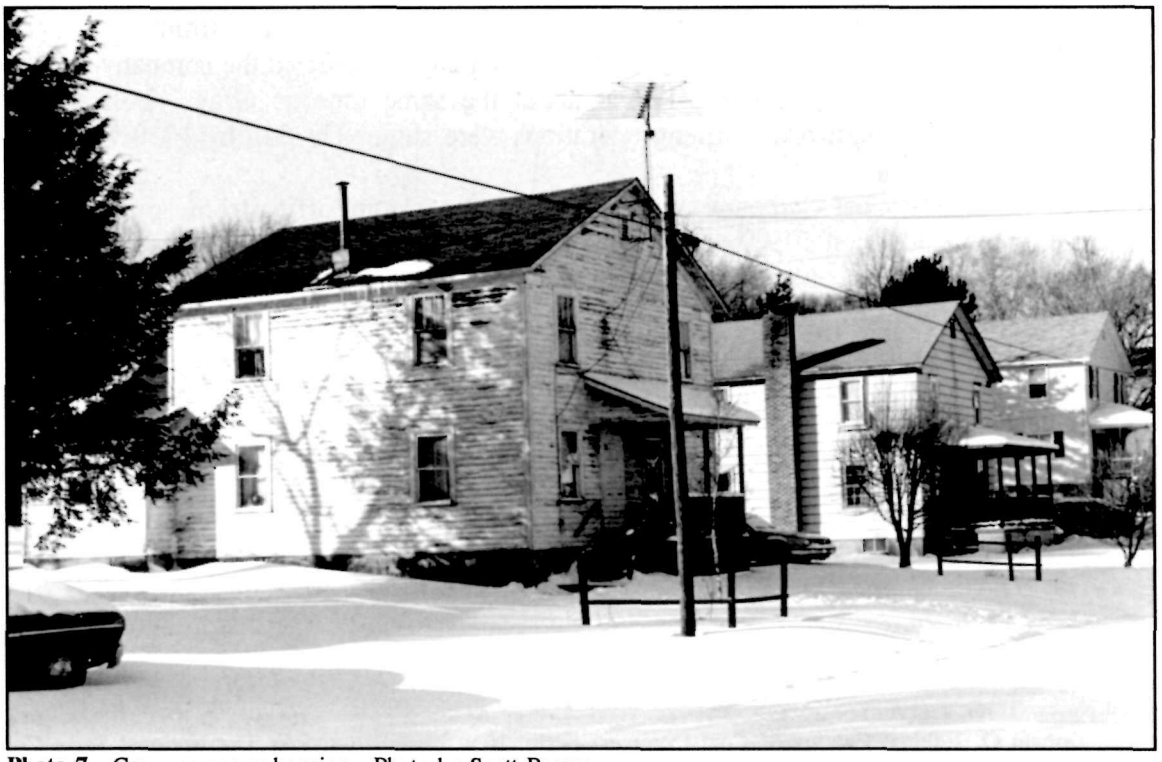

Photo 7. Gray, company housing. Photo by Scott Brown.

down in the 1950s. The company office, before becoming a residence, was used as the town's post office.

The Consolidation Coal Company was incorporated in Maryland in 1864. Warren Delano (grandfather of Franklin Delano Roosevelt) served as a company director from its founding until 1875. James Roosevelt (father of Franklin Delano Roosevelt) was a director of the company from 1868-1875. In 1875 the Baltimore and Ohio Railroad acquired a large portion of Consolidation's stock. In 1903 the Consolidation Coal Company bought out the Somerset Coal Company and the following year bought 25,000 acres of coal lands in Somerset County. The Baltimore and Ohio Railroad sold its Consolidation stock in 1906 following an Interstate Commerce Commission investigation of the relationship between the railroad and related industries. By the 1920s the Consolidation Coal Company had become the largest coal company in the country.

Most of the coal from Gray went to eastern markets, although a large percentage was sold to the U.S. Navy for its ships. In 1920 Consolidation Nos. 123 and 124 (shaft mines with a massive headframe or tipple) produced about 171,000 tons of coal and employed 257 miners. By 1930 only Consolidation No. 123 was in operation. With 237 workers, some 190,000 tons of coal were mined that year.

Gray was on a short railroad spur from Coal Junction to Bell, first known as the Somerset Coal Railway and later taken over by the Western Maryland Railway. The Western Maryland Railway had

trackage rights on the Somerset & Cambria Branch of the B&O Railroad, from Coal Junction to B&O's mainline at Rockwood. Consolidation Coal Company constructed the company town of Bell for Consolidation Nos. 125, 126 and 127 at about the same time as Gray. Bell was located approximately 3 miles southwest. Mining operations were stopped at Bell by 1930.

In 1945 Consolidation Coal Company moved its Somerset County office from Somerset, where it had been since Consolidation's 1903 acquisition of the Somerset Coal Company, to Gray to be closer to the remaining operations. Later in 1945 both the Consolidation Coal Company and the Pittsburgh Coal Company merged to become the Pittsburgh Consolidation Coal Company. Company houses at Gray were sold off to individuals in 1948. In 1950 Consolidation No. 123 produced about 156,000 tons and employed 223 miners. The Acosta-Gray Coal Company was established the following year, but mining had ceased at Gray by 1960. In 1958 the company name was shortened back to Consolidation Coal Company. Heavily involved in the oil and chemical industries, Consolidation became a subsidiary of Continental Oil Company (Conoco) in 1966.

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Cumberland and Elk Lick Coal Company: Shaw No. 1 and No. 2 and Shaw Mines (Company Town)

2 miles southwest of Meyersdale
Summit Township

Construction Date: 1875

DESCRIPTION: On the west side of T 363 are two-and-a-half-story hipped-roof double houses with central ridge chimneys and diamond-shaped windows on the sides. Some appear to retain their original six-over-six-light windows and at least one outhouse remains. Houses on the west side of T 363, further up the hill to the southeast, may have been built for company managers. On the east side of T 363 is another company house, similar to the other two, and the company barn. A brick mine building is extant near the southwest side of T 403 and T 363. It has brick corbeling and slightly-arched brick lintels. There is some evidence that it may have been larger or a building may have abutted it.

Photo 8. Shaw Mines, double company house. Photo by Scott Brown.

HISTORY: In 1853 Norman Bruce and Philip Roman of Cumberland bought this site, known as the Peter Maust farm. They knew of the rich coal deposits, but the lack of a railroad facility prevented them from mining the area. The Cumberland and Elk Lick Coal Company, founded in 1875, purchased the site from them and established the town, which was named after company president Alexander Shaw. Even after subsequent ownership changes the name Shaw Mines was retained.

The year after operations began the complex at Shaw Mines included an incline plane. At the top was the main heading as well an office, a carpenter and blacksmith shop, and a wheel house. At the base was a dumphouse, another office, scales and a railroad spur that met the Salisbury and Baltimore Railroad at the Casselman River at "Shaw Switch." The Baltimore and Salisbury Railroad was completed in 1876 and later became the Salisbury Branch of the Baltimore and Ohio Railroad.

In 1884 the first thirty-two beehive coke ovens were built. Much of the coke was shipped to steel mills in Chicago. In 1890 106 workers were employed at the site. By then seventy-five coke ovens were producing about 63,000 tons of coke and some 70,000 tons of coal were being mined from Shaw No. 1. In 1900 Shaw No. 2 was opened. Both mines had drift entries. Coke production was down to 22,000 tons but coal production was up to 251,000 tons at the two mines. The year 1900 was a peak year for employment with 418 workers. Mules and horses were heavily used in the mines until 1905, when Elk Lick No. 1 was electrified.

The Somerset Coal Company acquired Cumberland and Elk Lick Coal Company in 1902 and the mines were renamed Elk Lick Nos. 1 and 2. The Somerset Coal Company itself was acquired by Consolidation Coal Company in 1903. That same year workers went on strike, and workers' housing was erected that included some forty double houses and several barracks-style houses for single miners. This company housing may well have been built specifically for immigrants brought in as strike breakers. Houses for managers were purposely constructed on a hill, above the mine site and away from workers' houses. A foot bridge that once spanned the Casselman River was cut down in 1905, but was soon replaced.

The Somerset Coal Company name was dropped in 1910 and Consolidation Coal Company took over operations at Shaw Mines. The mines were renamed Consolidation Nos. 104 and 105. (See also Consolidation Coal Company: Gray [Company Town].) That year a new head frame was built at Consolidation No. 104 to replace one that had burned. Also that year the 195 coke ovens produced some 40,000 tons of coke, and 421 workers mined 383,000 tons of coal. By 1920 the coke ovens were out of operation, coal production had plummeted to 132,000 tons, and only 156 workers were employed. However, the Shaw Big Vein Coal Company had started operating Shaw Big Vein Nos. 1, 2 and 3 at the site by 1930. Activity at the Big Vein mines had ceased by 1940.

The Pennsylvania & Maryland Street Railway extended its line to reach Shaw Mines in 1925. The coke ovens at Shaw Mines were demolished in 1984 with funds from the Abandoned Mine Reclamation Program (AMRP). Earthmovers Unlimited of Tyrone began in May the demolition of the ovens, the mine openings, as well as the grading of thirty-nine acres of adjacent strip mines and installation of drainage pipes. The $257,720 project was one of the largest in the state.

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Gahagen Coal Company: Huskin Nos. 3, 4, & 6 and Gahagen (Company Town)

West side of Coal Run; 3 miles south of Central City — Construction Date: 1919
Shade Township

DESCRIPTION: Gahagen was the end of the line for the Shade Creek Branch of the Pennsylvania Railroad. The section from Central City to Gahagen has not been used for some time but the rails are extant. The company town of Gahagen is comprised of five streets (T 504, T 505, T 506, T 507, T 617) containing twenty two-story, double houses with full-width one-story porches. Gahagen is the end of the Pennsylvania Railroad South Fork Branch.

HISTORY: Gahagen was constructed in 1919 on the former Sorber Farm by the Gahagen Coal Company (also known as the Huskin Run Coal Mining Company). William Harrison Gahagen, a Shade Township native, was active in the sawmill and lumber business before becoming a local coal operator in 1904. He first operated mines at Arrow and Hagevro, Paint Township, before establishing the mines at the town named after him. Gahagen once had as many as fifty company houses, and a company store with a post office operated for many years by Gahagen's wife. Established in 1922, the post office closed in 1956. Under the name of the Huskin Coal Mining Company, the company also operated Huskin Nos. 3 and 6 in the Lower Kittaning seam, and Huskin No. 4 in the Upper Kittaning seam. In 1930 the drift mines employed 148 miners and produced approximately 86,000 tons of coal. By 1950 production was down to only about 22,000 tons. Mining ceased sometime in the 1950s.

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Gahagen Coal Company: Rockingham (Company Town)

East and west sides of S.R. 160; two miles north of Central City — Construction Date: 1916
Shade Township

DESCRIPTION: Rockingham consists of four streets (running east-west) and some thirty single-family houses, on the east side of SR 160 (running north-south). The houses are two-story and side-gabled with full-front porches, some of which have been enclosed. The mine was located on the west side of SR 160. A tall boney pile stands between Clear Shade Creek and SR 160 near a small wood-frame structure that may have been used as a mine office. On the same side of SR 160 close to the side of the road are the remains of two concrete piers.

Photo 9. Rockingham, single company house. Photo by Scott Brown.

HISTORY: The town of Rockingham is named for its proximity to the former Rockingham Furnace, built in 1841. The company houses were built in 1916 by William Gahagen of the Gahagen Coal Company. By 1919 Arrow Coal Mining Company was at the site with drift mines Arrow No. 5 (Lower Kittaning seam) and Arrow No. 6 (Upper Kittaning seam). A post office was established in 1922 but is now closed. Approximately 139,000 tons of coal were produced with a work force of 164 in the peak year of 1930. Mining ceased sometime between 1940 and 1950.

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Grazier Coal Mining Company: Grazier (Company Town)

East of intersection of SR 4039 and T 721 Construction Date: ca. 1900
Conemaugh Township

DESCRIPTION: Grazier contains twenty company houses located on both sides of T 721 (Lunen Street), which is a dead end street with a 90-degree curve midway. Grazier is sometimes mistakenly referred to as Foustwell, but Foustwell is actually several houses facing the Baltimore and Ohio

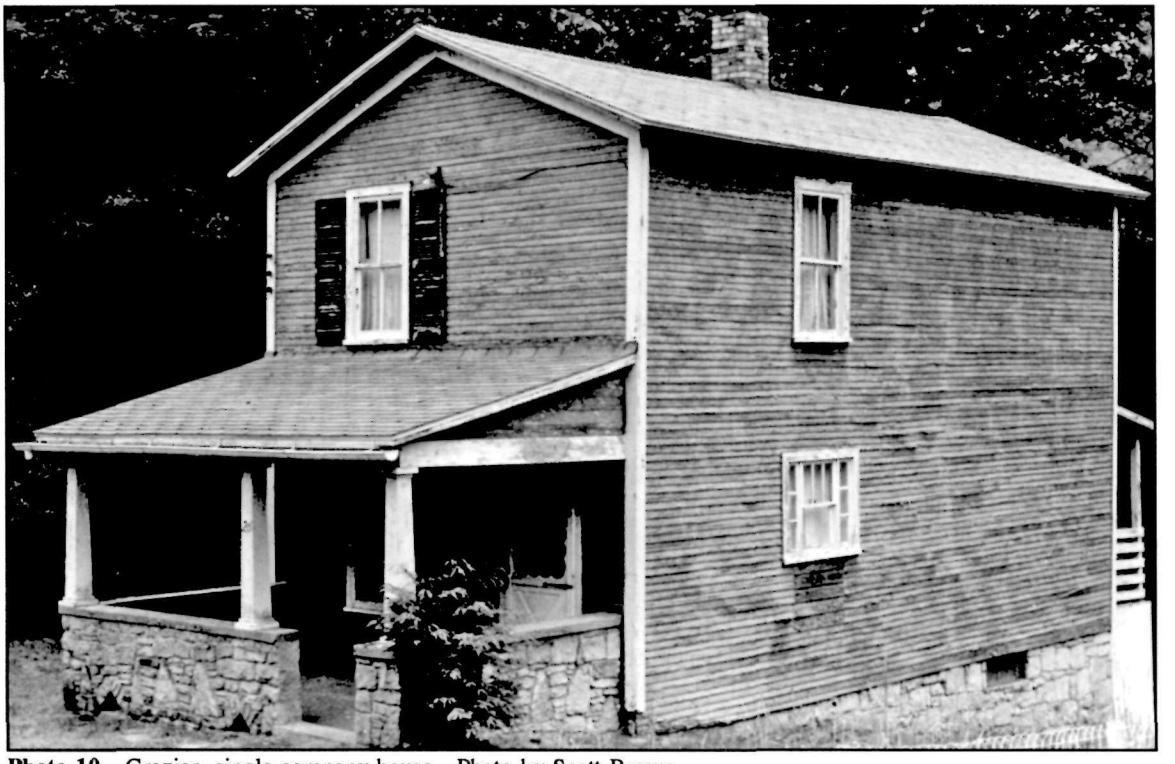

Photo 10. Grazier, single company house. Photo by Scott Brown.

Railroad Somerset & Cambria Branch just to the southwest of Grazier. Located on Lunen street before the bend is a group that consists primarily of two-story, front-gabled, single-family houses with full-width one-story porches. At least one house appears to retain its original clapboard siding and two-over-two-light windows. After the bend are several stone and concrete foundations from company houses in addition to a single-miner's residence--a small one-story front-gabled structure. On the north side of SR 4039 are residences built for both the mine and tipple superintendents. Lunen Street continues as a one-lane dirt road into a wooded area that was the mine site. On the south side of the path are the ashlar stone walls from the company office and from a dynamite house. On the north side are the stone walls from the powerhouse, the foundation of the motorbarn and machine shop, a concrete abutment from a tipple, and the grades from the mine car tracks as well as a spur from the Baltimore and Ohio Railroad Somerset & Cambria Branch. Both the remains of the dynamite house and the powerhouse retain their slightly-arched brick lintels and it is most likely that the company office had similar lintels.

HISTORY: Grazier was laid out sometime between 1900 and 1906 by the Grazier Coal Mining Company, but many of the houses were built later by the Cosgrove-Meehan Coal Company. The general manager of the Grazier Coal Mining Company, originally known as H.F. Grazier Coal Company, was Harvey F. Grazier. The town of Grazier once had as many as seventy-five houses, three barracks that housed four families each, a union hall built about 1937, and a company store, located at the northwest corner of Lunen street and SR 4039.

Photo 11. Grazier, possible remains of dynamite house. Photo by Scott Brown.

In 1906 only one mine was in operation, but by 1915 Grazier Nos. 1, 2 and 3 were in operation. However, by 1920 the only mines operating were Grazier Nos. 1 and 2. That year they employed 100 workers and produced 111,000 tons of coal. Ten years later the Cosgrove-Meehan Coal Company of Pennsylvania had taken over operations at Grazier and the mines were renamed Thermal Nos. 9 (a drift mine in the Lower Kittaning seam) and 10 (a drift mine in the Upper Kittaning seam). With 170 miners employed that year, 236,000 tons of coal were mined. Mining had stopped by 1950, at which time many of the company houses were razed.

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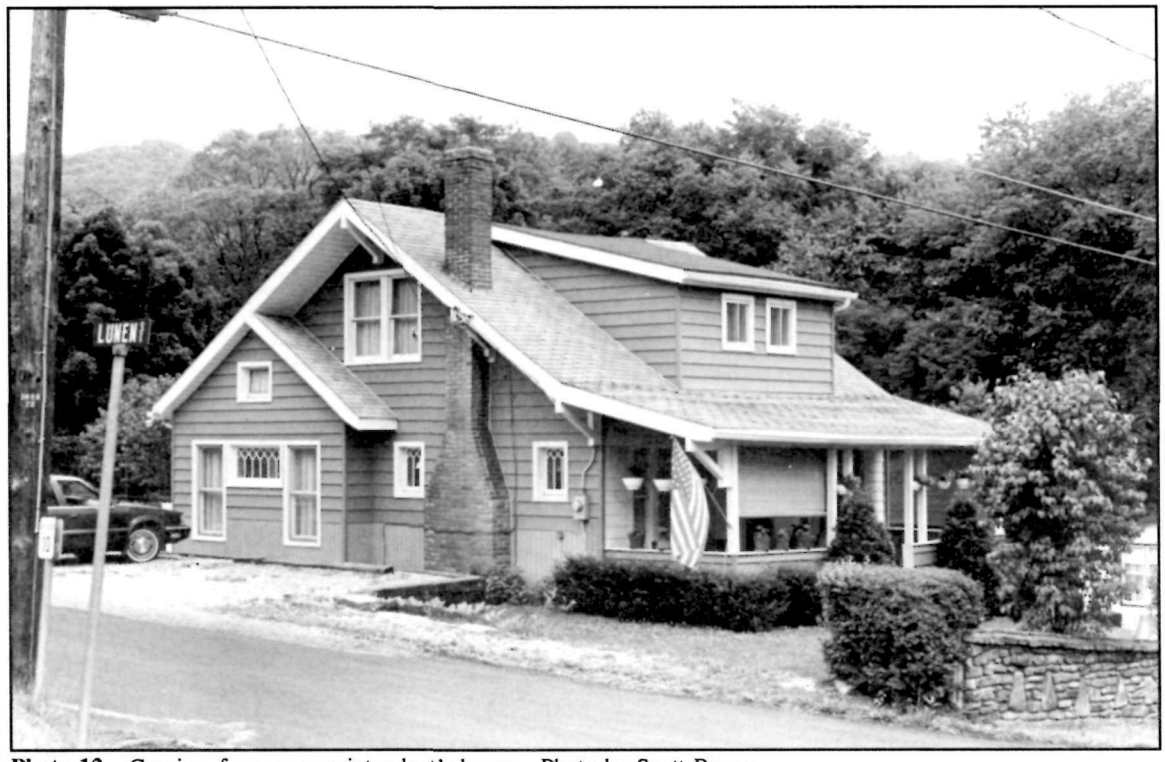

Photo 12. Grazier, former superintendent's house. Photo by Scott Brown.

Hiyasota Coal Company: Hiyasota (Company Town)

1 mile southeast of Jerome
Conemaugh Township

DESCRIPTION: Hiyasota contains approximately twenty company houses on four streets (T 425, T 426, T 427, and T 638). Many of the two-and-a-half-story doubles and one-and-a-half-story single-family houses are located on T 426 (Simpson street). At the east end of Simpson street are three large altered houses, most likely built for company managers. Company houses are also extant on T 425 (First Street) and on T 638, where there is a former company store. On the east side of the tiny village is a mine dump.

HISTORY: In 1912 the Hiyasota Coal Company laid out and built the company town of Hiyasota. More company houses were constructed in 1918. The mines at Hiyasota were served by the Jerome Branch of the Baltimore and Ohio Railroad that connected with the Somerset & Cambria Branch just south of Hollsopple. By 1919 the Penn Smokeless Coal Company had taken over operations at Hiyasota. In 1920 Hiyasota No. 1, a drift mine in the Upper Kittaning seam, employed 153 workers and produced about 224,000 tons of coal. By 1931 the company became the Penn Smokeless Fuel Company. In 1940 Hiyasota No. 1 employed seventy-nine miners and produced 61,000 tons of coal. Mining ceased by 1960.

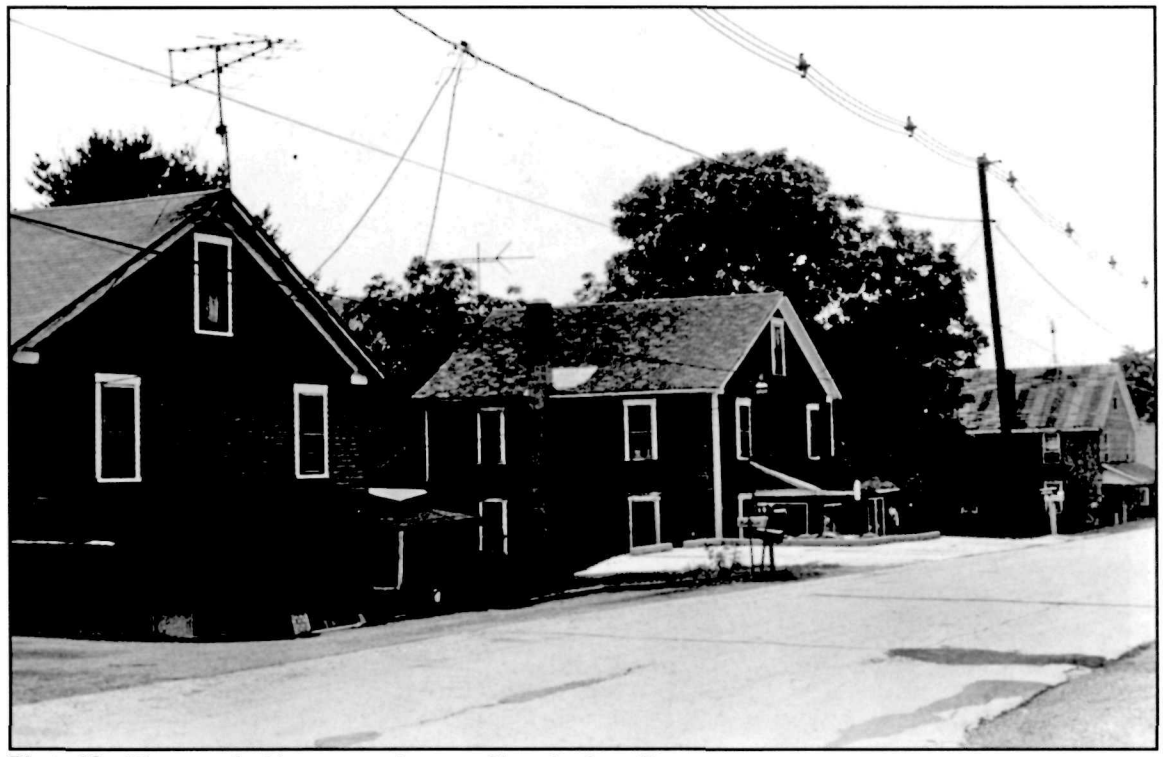

Photo 13. Hiyasota, double company houses. Photo by Scott Brown.

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Imperial Coal Corporation: Shade Creek Nos. 1, 2, & 3 and Miller Run (Company Town)

Both sides of T 401; 2.5 miles north of Central City — Construction Date: 1914
Shade Township

DESCRIPTION: Miller Run consists of eight, two-story single-family company houses on T 401, a short street on the east side of T 719. At the east end of T 401 is the foundation of a mine building and the severely deteriorated small brick office for Imperial Coal Corporation's Shade Creek Nos. 1, 2 and 3. At the east end of the T 401 is the foundation of a mine building and the severely deteriorated small brick office for Imperial Coal Corporation's Shade Creek Nos. 1, 2, and 3 at the site.

HISTORY: The Imperial Coal Corporation began mining at this site in 1914 on land that was previously the Abraham Pebley Farm. In 1920 115 employees produced about 106,000 tons of coal at Shade Creek Nos. 1 and 3. By 1930 production had dropped to 52,000 tons from Shade Creek Nos. 1 and 2. All coal was transported via the Pennsylvania Railroad Shade Creek Branch to the mainline at South Fork. Mining ceased in 1937 after the supply of coal had been depleted.

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Kelso Smokeless Coal Company: Kelso (Company Town)

East side of SR 4041; just north of Tire Hill — Construction Date: ca. 1900
Conemaugh Township

DESCRIPTION: Kelso contains twenty-five alternating hipped and front-gabled single-family houses. Most are on SR 4041 and some are on the short dead end T 796 (Washington Street).

HISTORY: The Kelso Smokeless Coal Company of Philadelphia was in operation at this site as early as 1900 and probably not much later than 1907. In 1900 this drift mine employed thirty-six workers and produced some 26,000 tons of coal.

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Keystone Coal and Manufacturing Company: Keystone (Company Town)

2.5 miles southeast of Meyersdale — Construction Date: 1872
Summit Township

DESCRIPTION: One house remains from the company town of Keystone, which was also known as Stilesville. It is a two-and-a-half-story, cross-gabled single-family house that retains some of the original two-over-two-light, double-hung windows and asphaltic siding. The center front porch has been removed. Extant at the site is the original Joseph S. Miller farmhouse. At Keystone Junction, two miles east of Meyersdale, part of the grade of the company's narrow gauge railroad is visible.

HISTORY: The company town of Keystone was laid out and built on the Joseph S. Miller Farm by the Keystone Coal and Manufacturing Company in 1872. It was the first coal-company town in the county. The Keystone Coal and Manufacturing Company was founded in 1870 by Henry A. Stiles of Philadelphia, Henry T. Weld of Mount Savage, Maryland, George F. Baer of Somerset, and William J. Baer of Somerset. Baer was a prominent lawyer, judge, businessman and president

of the Somerset and Mineral Point Railroad. Stiles was the first president of the company and the town was referred to as "Stilesville" after him.

A narrow-gauge railroad was built to transfer coal from the mine site at the bottom of an inclined plane north into Meyersdale and then east to Keystone Junction. This route was abandoned sometime after the Salisbury and Baltimore Railroad was completed in 1876.

In 1876 the town of Keystone contained workers' houses as well as a superintendent's and engineer's house on High Street. In addition, there was a short row of houses near the river known as "Maple Row." High Street is presently a driveway for the extant house. The narrow gauge railroad cut through the small village, spanned the Casselman River and connected on a high bank rising almost 200' above the river. At the base of the inclined plane was an office while at the top was another office as well as several mine buildings and the two mine openings. Along the hillside were several structures that were possibly workers' houses. Many miners lived in Meyersdale and commuted to the mines at Keystone on the Pennsylvania and Maryland Street Railway. A swinging bridge once spanned the Casselman River, providing them access to the mines.

The nearby town of Keystone Junction consisted of a railroad depot and a store with a post office, and the Savage Fire Brick Company. While most of the houses at Keystone Junction belonged to the Savage Fire Brick Company, at least one was owned by the Keystone Coal and Manufacturing Company. The narrow-gauge railroad crossed Flaugherty Creek and ended at a dumphouse, which in turn was on a standard-gauge railroad spur from the Baltimore and Ohio Railroad. The company also had coke ovens at the site.

Reemerging from bankruptcy after several years of financial difficulty in 1878, the company's name was shortened to the Keystone Coal Company. In 1890 the Keystone mine produced about 15,000 tons of coal and employed twenty-three workers. Sometime after 1910 Keystone began leasing the mines to other companies including the Continental Coal Company, Merchants Coal Company, and Atlantic Big Vein Coal Company. In 1920 Atlantic Big Vein Coal Company mined about 105,000 tons of coal from Keystone Nos. 1 and 2 and employed 180 workers. Mining operations stopped in the late 1920s and most of the structures were razed. The mines were sealed off in 1936.

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Photo 14. Cairnbrook, machine shop. Photo by Jet Lowe.

Loyal Hanna Coal and Coke Company: Loyal Hanna No. 6 and No. 7 and Cairnbrook (Company Town)

Intersection of Windber Avenue and McGregor Avenue — Construction Date: 1912
Shade Township

DESCRIPTION: The company town of Cairnbrook contains approximately 150 company houses on T 735 (Sixth Street), T 736 (Fifth Street), T 737 (Fourth Street), T 738 (Third Street), T 739 (Second Street), T 740 (First Street), T 741 (Mine Avenue) and T 797 (John Avenue). The houses are primarily two-and-a-half-story, front-gabled, single-family houses with center-ridge chimneys and full-front porches. There are also one-and-a-half-story, side-gabled doubles and two-and-a-half-story, side-gabled doubles. Many houses retain their original fishscale asphaltic-shingle siding and some outhouses remain, often converted into sheds. On east side of T 739 (Second Street) are four, two-story concrete management houses with pyramidal roofs and center front porches. Across the street are two smaller concrete houses with flat roofs. Management houses are also located on both sides of T 740 (First Street). Some are brick two-and-a-half-story, hipped-roof houses and others are two-and-a-half-story, side-gabled houses with prominent shed-roof dormers. Other buildings in the town include the Graef Lutheran Church at the southwest corner of SR 1016 (McGregor Avenue) and T 738 (Third Street) and Shade High School and a two-story brick company store on the south side of SR 1016. The store has slightly arched brick lintels and retains most of its six-over-six-light, double-hung windows. The first floor of the facade has been infilled with glass blocks and at the cornice

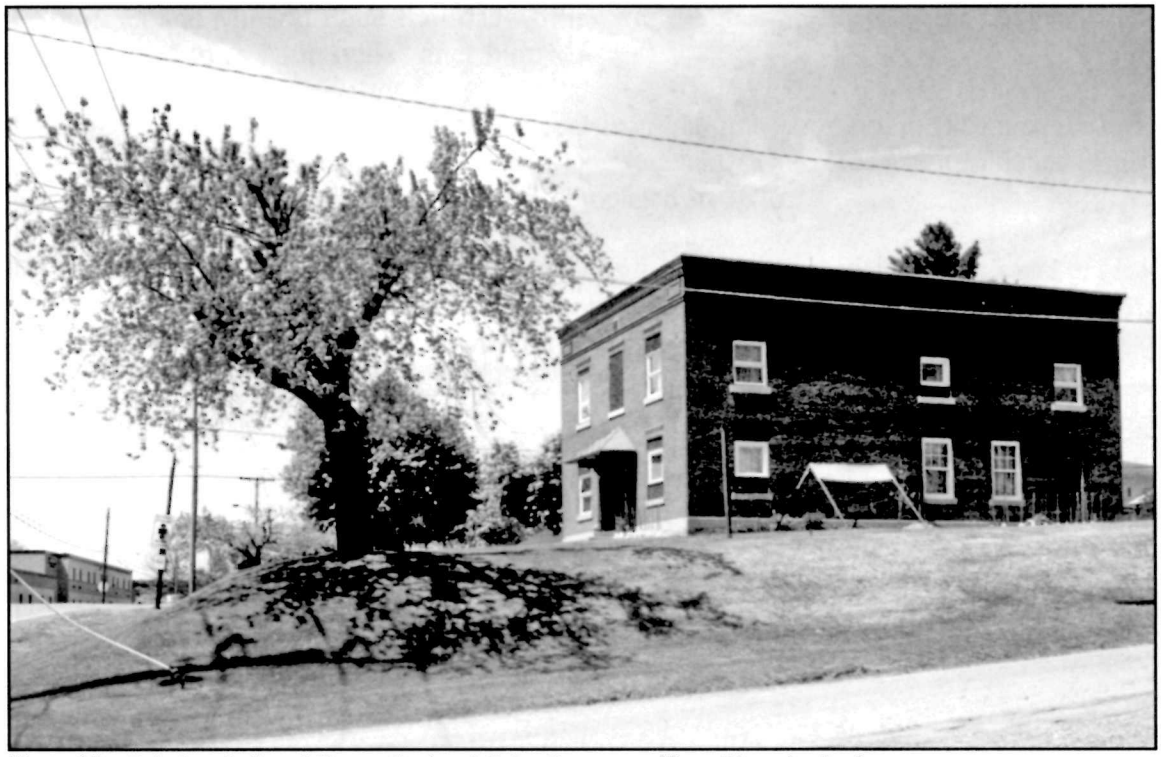

Photo 15. Cairnbrook, Loyal Hanna Coal and Coke Company office. Photo by Jet Lowe.

level is a brick tapestry pattern. At the northwest corner of SR 1016 and T 740 is a two-story brick company office, presently used as a residence. Its windows have been infilled with smaller windows and there is a brick tapestry pattern at the cornice level. On the west side of SR 1021 is a two-story brick structure that was possibly once a bank.

On the east side of the town is the mine site. A large motor/repair barn with mine car tracks inside, an adjacent supply house, and a substation to the east are all tall, one-story ashlar stone buildings with brick cornices and slightly arched brick lintels and slightly-pitched gable roofs. Located along a former spur from the South Fork Branch of the Pennsylvania Railroad is a two-story gabled-roof brick mule barn. Also extant is a lime shanty, oil shanty, and water pumphouse. There is no lamphouse. Carbide lights were always used at this facility.

HISTORY: The company town of Cairnbrook was laid out and built by the Loyal Hanna Coal and Coke Company of Philadelphia in 1912 on part of the Jacob McGregor farm. A post office was established in the town two years later. To the west of the company store, once served by a spur from the South Fork Branch of the Pennsylvania Railroad, stood a company recreation hall, movie theater and fire hall. Mine buildings no longer extant at the Loyal Hanna No. 6 site include a filtration plant with an artesian well, a heating plant, a boiler house, an oil house, a sand house, a tipple and an office. Loyal Hanna No. 7, placed in operation a few years after No. 6, was located just southwest of Cairnbrook. In 1920 Loyal Hanna Nos. 6 (a drift mine in the Lower Kittaning seam) and 7 (a drift mine in the Upper Kittaning seam) produced about 111,000 tons of coal and

Photo 16. Cairnbrook, company stable. Photo by Jet Lowe.

employed 185 workers. A peak year of production was 1940 when the mines produced about 390,000 tons of coal and employed 384 workers. Only Loyal Hanna No. 6 was in operation by 1950, producing about 229,000 tons of coal and employing 230 workers. By 1958 mining had ceased. Cassler Lumber Company took over the mine buildings and constructed several others. Although Cairnbrook is not incorporated it owns and operates (under the Cairnbrook Improvement Company) its own water company, sewer system, and disposal plant.

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Photo 17. Cairnbrook, single company houses. Photo by Jet Lowe.

Madeira Hill Smithing Coal Company: Friedens

East side of SR 281
Somerset Township

Construction Date: 1917

DESCRIPTION: Forty company houses are extant in the Waterloo section of Friedens. This area is bisected by the Wells Creek and the Somerset & Cambria Branch of the Baltimore and Ohio Railroad. Most notable of the company houses are the six wide double houses situated at 45 degree angles to T 623. On the north side of T 621 (a dead end street) is a row of ten houses, alternating side and front-gabled double houses with full-front porches. On the south side of Wells Creek are additional worker and management houses. Two mine buildings are extant at the south side of T 621. One is a small brick blacksmith shop with a roof vent and chimney. None of the windows or doors are present, and evidence indicates it was once painted white. The other building is a mine office, located to the northwest of the blacksmith shop. Only its rough-faced, random-coursed, ashlar stone walls remain. Between these structures and the railroad tracks is the mine boney pile.

HISTORY: The Madeira Hill Smithing Coal Company, which also had mining operations in Clearfield and Cambria Counties, laid out the "Waterloo" section of Friedens in 1917. Friedens itself is an old community, with a post office established in 1864. Friedens was the point where the Boswell Branch first diverged from the Somerset & Cambria Branch of the Baltimore and Ohio Railroad. Another route to Boswell was built from Somerset creating a loop, but the route from Friedens has long since been abandoned. By 1930 Vulcan Smithing Coal Company was at the site

Photo 18. Freidens, double company house. Photo by Scott Brown.

operating the "Vulcan Slope" in the Lower Freeport seam, producing approximately 180,000 tons of coal with 222 miners. Mining ceased by 1940.

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Maple Ridge Coal Company: Maple Ridge (Company Town)

.5 miles east of Hollsopple
Conemaugh Township

Construction Date: 1906

DESCRIPTION: The company town of Maple Ridge contains approximately forty company houses. They are primarily one-and-a-half-story, front-gabled, single-family houses with center-ridge chimneys and full-front porches, some of which have been enclosed. Some of the houses retain their original clapboard siding but most have been sheathed in contemporary siding. Houses on the south side of T 759 (Bethel Street) are banked so that on their rear there are two full stories and only one on the front. The company store, a one-story front-gabled structure on the south side of SR 601, is now a residence. The superintendent's house is extant in Hollsopple. The only extant mine

building at the site is a concrete-block sandhouse on the south side of T 759 (Bethel Street). It has a deteriorating roof and casement windows with all the glass broken out. To the east of this structure are several boney piles. The mine openings were on the southwest side of the intersection of T 759 (Bethel Street) with SR 601. A stone retaining wall at this overgrown site may actually also be a mine portal. The grade of two sets of mine car tracks is still visible on the south side of T 759 between the street and the houses. The grade ends at the site of where the mine building and a tipple once stood. The Somerset & Cambria Branch of the Baltimore and Ohio Railroad runs along the south side of the town parallel to Stony Creek.

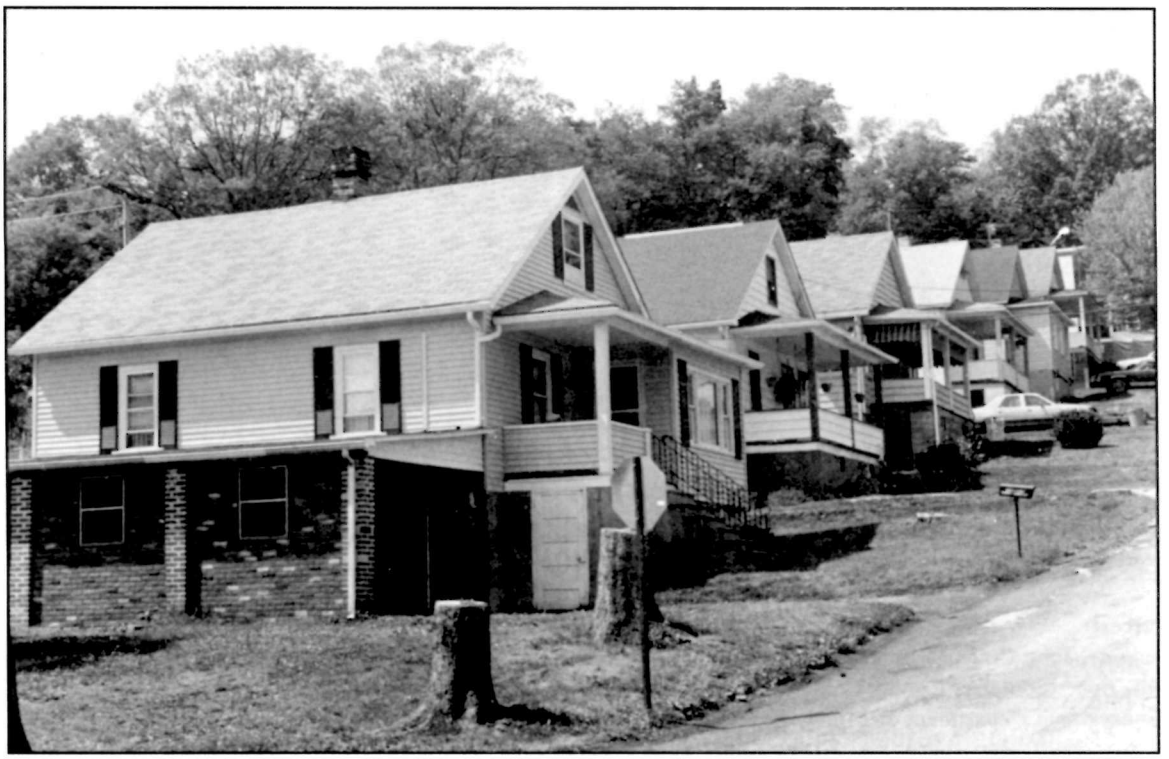

Photo 19. Maple Ridge, single company houses. Photo by Scott Brown.

HISTORY: The company town of Maple Ridge was laid out in 1906 by Shallmar Coal Company (which was actually the Maple Ridge Coal Company). Most of the houses were probably not built until the 1910s, however. A post office was established in the company store in 1922. The upper floor, removed when the structure was converted into a residence, once contained the company office. Maple Ridge Nos. 2 (in the Upper Kittaning seam) and 3 (in the Lower Kittaning seam) were both drift mines that were in operation as early as 1915. A peak year of production was 1920, when 108 workers mined 92,000 tons of coal. In the 1930s the present sandhouse was constructed, allowing trucks to dump sand directly into the mine. By 1940 only Maple Ridge No. 2 was in operation with forty-three employees. Approximately 8,500 tons were mined. Maple Ridge ceased coal mining in the early 1940s. David Glosser bought the site and in turn sold the houses to individuals (primarily their residents) and leased one of the mines to Swank Refractories. For about a decade Swank mined clay at the site for its refractories.

Sources:
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Merchants Coal Company: Boswell (Company Town)

Borough of Boswell — Construction Date: 1901

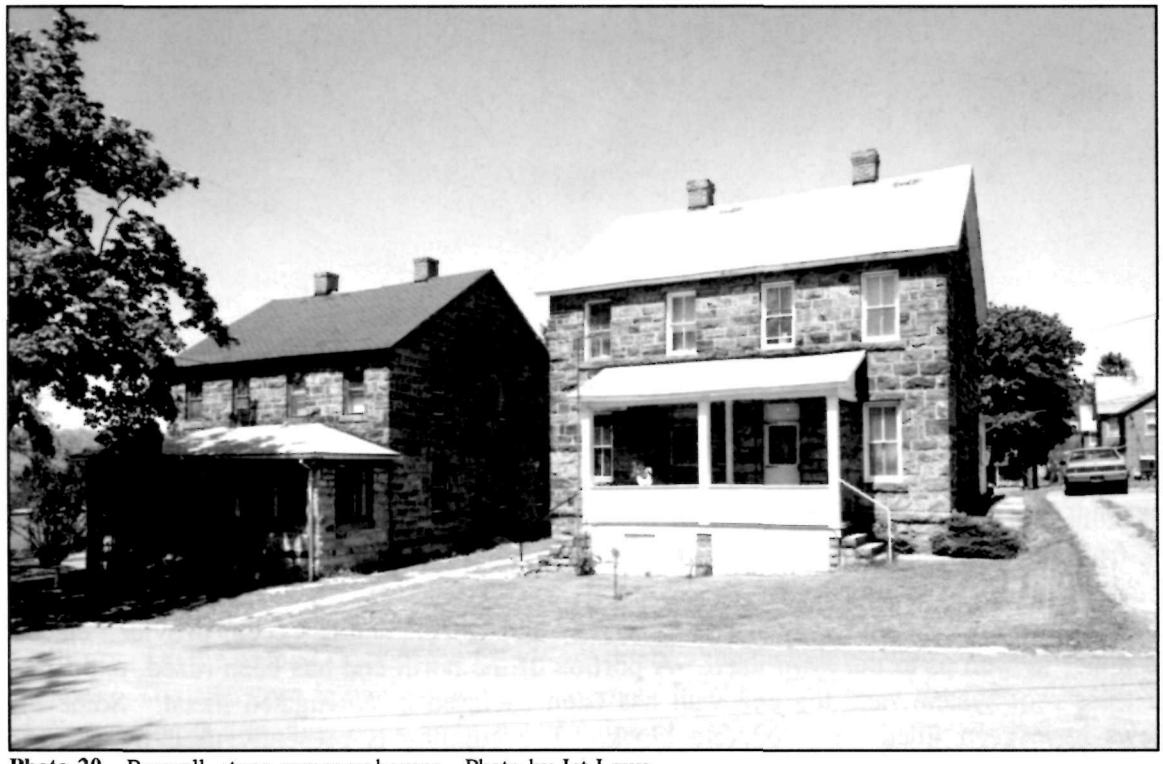

Photo 20. Boswell, stone company houses. Photo by Jet Lowe.

DESCRIPTION: The Borough of Boswell is laid out on a grid pattern and has two commercial streets: Main and Center streets. Quemahoning Creek separates the mine site from the rest of the mining structures and from the town itself. Of the 600 houses in the Borough, only a portion of them were actually built by Merchants Coal Company. There were four styles of workers' houses: brick twelve room double houses, wood frame ten room double houses, wood frame four room bungalows, and wood frame four unit row houses (two of these survive on Pine Lane beyond Quemahoning Creek. Approximately seventeen brick two-story, double houses constructed in the 1910s stand on Juniata and Susquehanna Streets between Atkinson Place and Hower Avenue. There were three stone management houses, two of which were located at 224 and 228 Quemahoning Street. They were twelve room double houses. A similar structure at 331 Stony Creek Street was

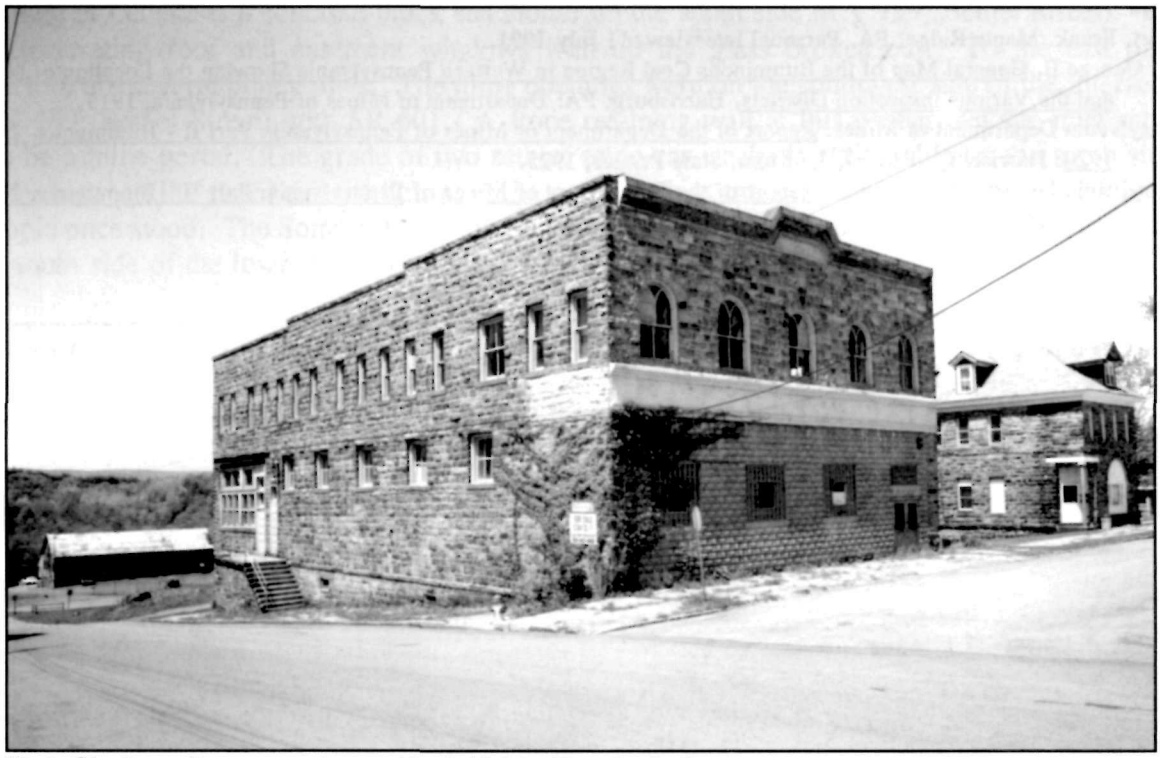

Photo 21. Boswell, company store and bank (right). Photo by Jet Lowe.

privately owned. One-story single-family houses exist on Quemahoning Street between Garrett and Gibbons Avenues. On Center Street are two-story side-gabled houses, primarily brick but at least one is stone and some are wood. On both sides of SR 601, on the opposite side of Quemahoning Creek from the town, are portions of what once were long, one-story frame boarding houses.

A stone powerhouse, extant between Atkinson Way and Quemahoning Creek, provided electricity to the mines as well as to the town itself. A portion of the north end has been razed, exposing the metal truss roof system, and the end wall has been enclosed in corrugated metal. Some of the windows have been filled with concrete block. The building is presently used by North Star Equipment, a company that repairs and sells coal-processing equipment. The site adjacent to the powerhouse is strewn with metal and machine parts.

Across Atkinson Way from the powerhouse stood the machine shop. Stones from this structure mark the site. Near the mine opening is an overgrown area with numerous mounds indicating that this was where mine slate was dumped. Wide enough to handle two sets of mine car tracks, the stone slope mine portal has the inscription: "Erected 1901, Merchants Coal Company, W.H. Morris, General Superintendent."

On the west side of Quemahoning Creek and on both sides of SR 601 are several pairs of stone abutments from a viaduct, or conveyor that once spanned Quemahoning Creek and connected the

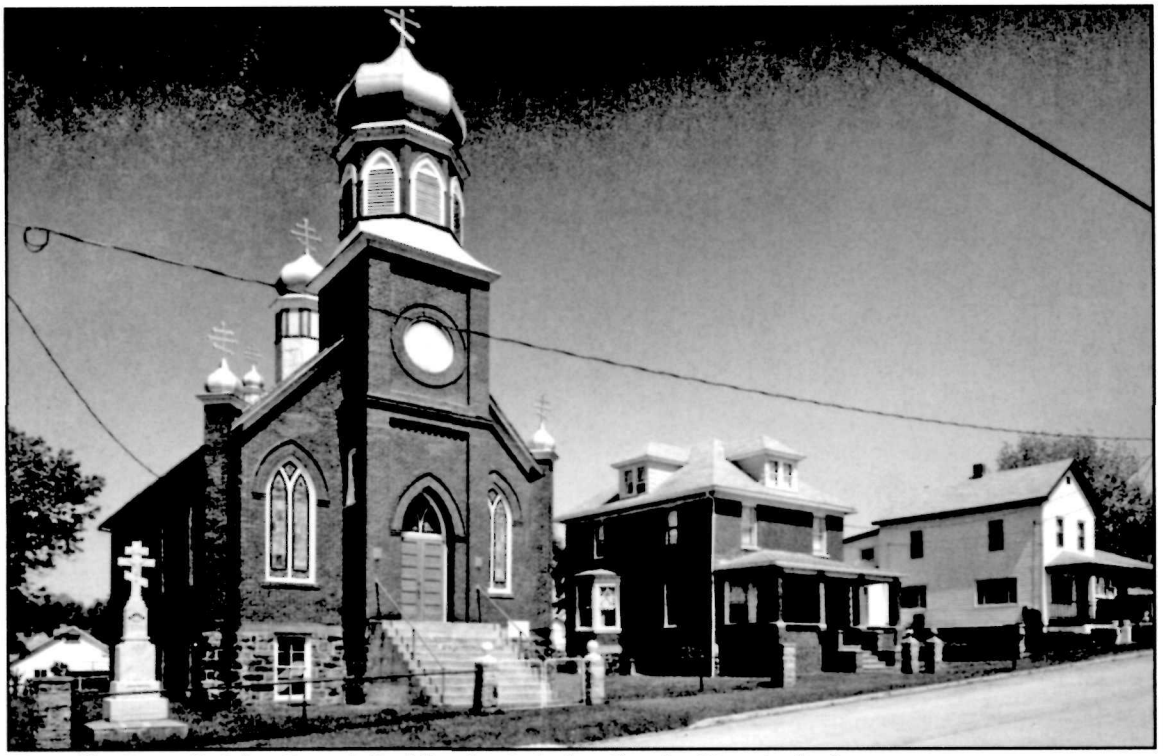

Photo 22. Boswell, Saints Peter & Paul Russian Orthodox Church. Photo by Jet Lowe.

mine portal with the tipple. Just down from the powerhouse on the bank of the creek is a deteriorating, small stone structure, probably the pumphouse that provided water to the powerhouse and the mines. The high banks that formed the abutments and a dip in the road are all that remain of a stone overpass, the only evidence of the railroad grade at SR 601.

A stone company store, now vacant, is located at the northwest corner of Morris Avenue and Stony Creek Street. On the second floor of the facade are double-hung windows with pointed-arch, Gothic-style panes. The structure is banked and the basement level is exposed at the rear. On the Stony Creek Street side is a loading dock and what remains of a freight door.

Next to the company store at 412 Morris Ave., is the former First National Bank of Boswell, constructed around 1902 by Merchants Coal Company. Presently used as apartments, the two-and-a-half-story stone building has a corner front entrance and a hipped roof with dormers. The Merchant's Coal Company Office, constructed in 1901, is near the northwest corner of Quemahoning Street and Morris Avenue. This brick structure has been altered over the years, and some of the windows have been filled.

The Superintendent's House, presently the Boswell American Legion, is at the southwest corner of Morris Avenue and Stony Creek Street. A concrete block addition was added on the rear as a social hall. The company store, bank, and office all face what was once Fulton Square. It is now filled

Photo 23. Boswell, single company houses. Photo by Jet Lowe.

with three metal garage structures of the Boswell Water Company. South of the town is the Boswell Dam constructed to provide water. Three churches built to serve the miners and their families include St. Stanislaus Roman Catholic Church (1918), and Parish Hall (1911), Saints Peter & Paul Russian Orthodox Church (1918), and St. Andrews Lutheran Church (1916).

HISTORY: Boswell was established in 1901 by the Boswell Improvement Company, a subsidiary of the Merchants Coal Company. The town was named after Merchants owner and first president, Thomas T. Boswell. Laid out on one square mile with 1,600 lots measuring 120' x 50', lot sales began in October. Several of the streets were named after company officials including Vice-President W. G. Atkinson and General Superintendent W.G. Morris. All of the company buildings and some of the houses were constructed of ashlar stone from the immediate area, creating a more striking appearance than that of other company towns. The Baltimore and Ohio Railroad Quemahoning Branch was completed in 1902 and a depot (no longer extant) was built on Atkinson Way across from the rear of the superintendent's house.

Mining began in June 1901. The mine facilities were state-of-the-art, with Coal & Coke, a prominent trade journal of the day, referring to the Merchants operation as one of the finest in the country. While the E, B, and C coal seams all were mined, only coal from B and C seams was labeled "Quemahoning" coal. The first mine machinery at the site was electric and included pick machines manufactured by Sullivan Machinery Company, and drills manufactured by Ingersoll-Sergeant Company. Coal was hoisted from the mine by compressed air machines built by Exeter

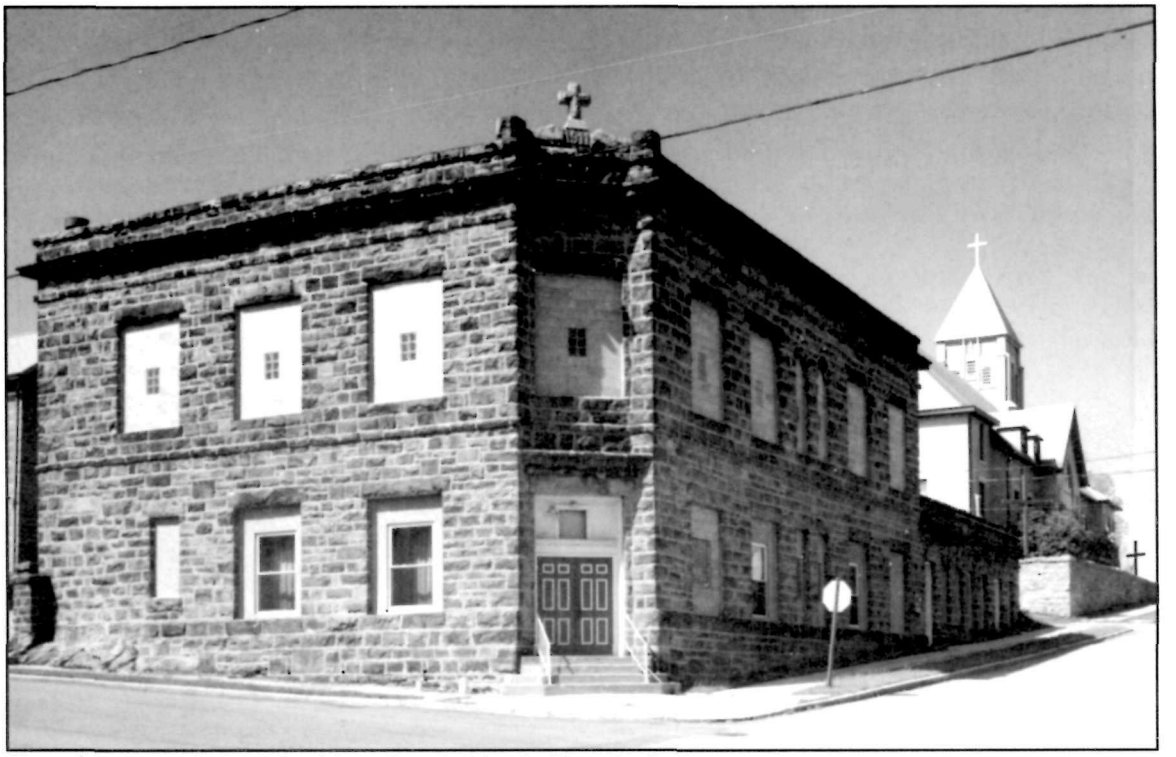

Photo 24. Boswell, Saint Stanislaus Church School. Photo by Jet Lowe.

Machine Company of Pittston. A fan house that stood to the right of the mine opening had a fan built by Robinson Machinery Company of Monongahela. This fan had a capacity of 400,000 cubic feet of air per minute. In order to transport the coal from the mine over Quemahoning Creek to the tipple a large viaduct, or conveyor, was constructed. Utilizing 824 tons of steel, it was 1,080' long, 90' above the creek, and 60' wide at the widest part and had six sets of tracks. It was constructed by Columbia Construction Company of Pittsburgh, which also fabricated the steel tipple that abutted the powerhouse. The tipple had four chutes for the five sets of tracks underneath. One chute loaded a conveyor that went directly to the boilers in the powerhouse.

As originally planned, the town was to be centered around a post office on Main Street that was constructed in 1900, and around Mountain House, a large house across the street that was used as a hotel. Soil in this location was rocky, however, so the town was instead centered farther to the north on Main Street. Boswell was incorporated as a borough in February 1904.

The year before its incorporation Boswell residents witnessed one of the most violent strikes in the region's bituminous coal fields. After owners of the Somerset Coal Company and Merchant's Coal Company refused to recognize the United Mine Workers union in 1903, miners from Garrett and Boswell initiated a strike. Both companies attempted to open the mines with men from outside the area. In January, a riot erupted in Boswell resulting in the shootings of four strikers and three of the town's sheriffs, two of whom were seriously wounded. Twenty-five Boswell residents were arrested and several were convicted and imprisoned. After a sixteen month-long strike in 1922, the

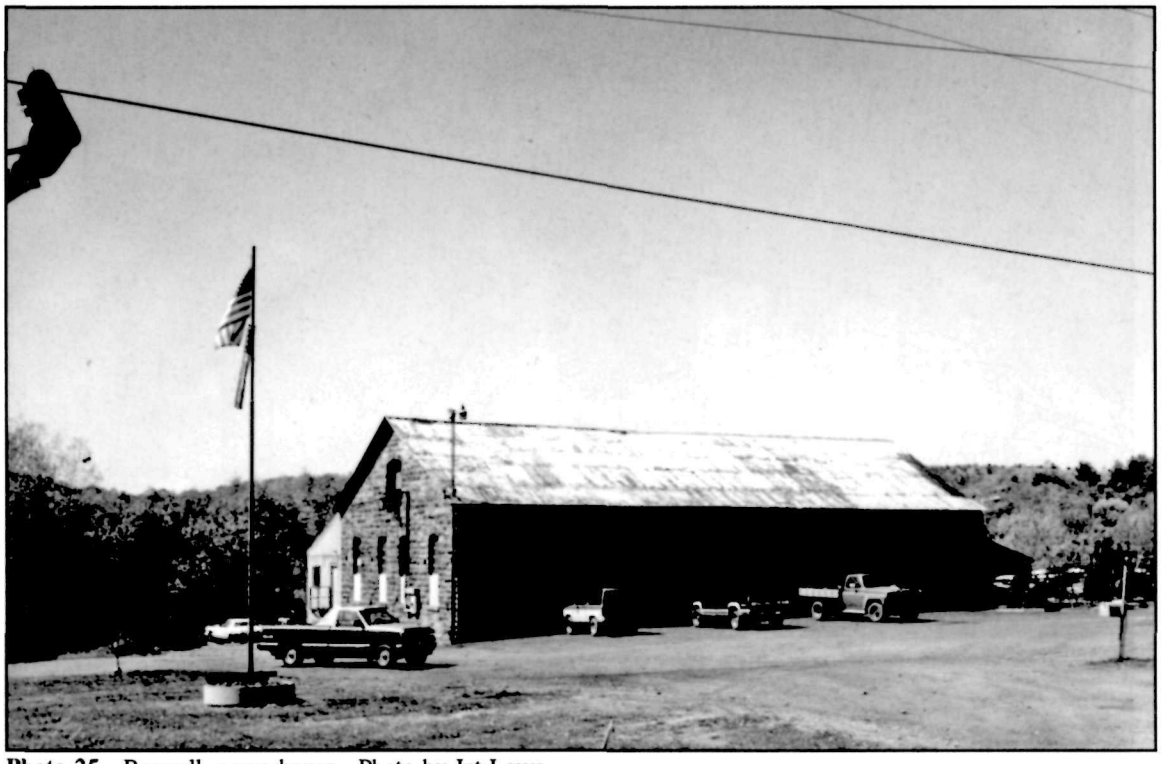

Photo 25. Boswell, powerhouse. Photo by Jet Lowe.

defeated union ended its organizing effort in the county. It was not until the early 1930s that Boswell miners successfully organized a union.

By 1910 Merchants was operating Orenda No. 2 (a slope mine) and Merchants No. 3 (a drift mine), and producing 475,000 tons of coal with a work force of 507. After briefly operating under the United Coal Company, the operation again changed hands in 1918, this time to the Davis Coal & Coke Company of West Virginia. There have been two noteworthy disasters at the site. In 1909 a methane gas explosion killed five miners, and another explosion in 1915 killed twenty-two miners. By 1920 only Orenda No. 2 was still in operation, with 309 workers mining approximately 221,000 tons of coal. By 1930 production was down to 131,000 tons and only 196 miners were employed.

The company store once had a lookout tower on the roof consisting of a cupola with windows. On the facade at the first-floor level were plate-glass windows and a large awning. Also on the facade at the cornice level was the stone inscription "AD 1902" that has since been removed. The store was first known as the Quemahoning Supply Company and later Mercantile Company No. 5 store. During Davis Coal and Coke Corporation's ownership the store was operated by the Buxton & Landstreet Company. The company headquarters also served as paymaster's office, where miners received their pay and company store scrip.

Constructed about 1905, the two-and-a-half-story stone house was informally known as "The Diamond" after long-time company superintendent, Andy Diamond, who lived there. The house had

three coal-company ownerships before it was sold in 1945 to American Legion Home Aid Association.

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W.K. Niver Coal Company: Macdonaldton (Company Town)

Two miles west of Berlin
Brothers Valley Township

Construction Date: 1902

DESCRIPTION: Thirty single-family houses remain in the former company town of Macdonaldton. While these houses are primarily two-and-a-half-stories tall, with side-gables and central ridge chimneys, there are also a few front-gabled houses. The town is on a hill that slopes to the north, and consists of four east-west streets, T 502 (First Street), T 503 (Second Street), T 504 (Third Street) and T 426 (Church Street) and one north-south street, T 865 (Macdonaldton Road). Management houses extant on the west side of Macdonaldton Road are primarily large, two-and-a-half-story, and cross-gabled. At the site of the mine (between SR 2023 and T 502) are the partial remains of a concrete tipple. On the south side of T 425 is St. Gregory's Church as well as several one-and-a-half-story front-gabled houses. At the southwest corner of Church Street and McDonald Road is a depression in the ground, marking the site of the company store. Just to the south are the remains of the company office and a two-story brick portion that housed the safe. The safe itself appears still to be inside.

HISTORY: After acquiring 15,000 acres of coal lands in Brothers Valley Township in 1901, William K. Niver Coal Company laid out 484 lots in Macdonaldton in 1902. John Lochrie (Berwind-White Coal Mining Company manager and founder of Reitz Coal Company) and D.T. Price of Windber were co-owners of the Niver Coal Company, along with William K. Niver. Price honored his mother by naming the new company town after her maiden name, MacDonald. The town was first known as MacDonaldtown, but became Macdonaldton when the post office was established. The town had a population of about 2,000, and had a company store (Pen-Mar Supply

Company), a doctor's office, a recreation hall, and the Henderson Hotel, a residence for unmarried miners that burned down in 1925. St. Gregory's Church was built in 1911 to serve both Greek Orthodox and Roman Catholic miners and their families. Three years later the coal company donated land for the church cemetery. Near the slope mine was a wooden tipple, a powerhouse, and a boilerhouse. A fire in 1910 partially destroyed the tipple. Niver Coal Company became Brothers Valley Coal Company in 1910. That year Pen Mar No. 3, a slope mine, produced 226,000 tons of coal and employed 232 workers. By 1920 total production at Pen Mar Nos. 3 and 4 dropped to 160,000 tons with a work force of 193. Brothers Valley Coal Company subsequently opened Pen Mar No. 5 at nearby Shawtown, but this site is no longer extant. A strike in 1920 ended with a union breakup. The Macdonaldton mines were closed in the 1920s.

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W. K. Niver Coal Company: Niverton (Company Town)

One mile east of Springs
Elk Lick Township

Construction Date: 1898

DESCRIPTION: Two houses remain from the company town of Niverton. On the east side of T 315 is a two-and-a-half-story single-family house. It originally stood on the north side of T 442 (Niverton Road) but was moved to its present location in 1910 by John Beiler, who ran a mill near the house. A superintendent's house stands on the south side of Niverton Road. This is a large two-and-a-half-story clapboard house with dormers and a large front porch. The grade of a railroad spur from the Salisbury Branch of the Baltimore and Ohio Railroad that came into the site from the northeast and stopped at T 315 is evident. Near this grade are bricks from the powerhouse.

HISTORY: The Baltimore-based W.K. Niver Coal Company built Niverton and began mining in 1898. It was the first operation in the county, soon followed by Pen Mar Nos. 2 and 3 near Macdonaldton in Brothers Valley Township. The town consisted of two rows of double houses, with another row of houses above the railroad track. Ten of these houses were destroyed by fire in 1910, but others were immediately built to replace them. The residents of Niverton came from mostly Welsh, English, Scotch and Irish origins.

The mine openings at Pen Mar No. 1 were concentrated to the south in a wooded sloped area. Evidence of tram roads remain. Mining facilities included a tipple, power house, blacksmith shop, repair shop, harness shop, company store and a large stable. In 1900, with 179 employees, 160,000

tons of coal were mined from Pen Mar No. 1. A 1902 fire in the mine destroyed a "considerable acreage of coal." Mining operations stopped about 1907, and houses at Niverton were removed and shipped to Macdonaldton. Later attempts to recover coal in the Niverton area included surface mining operations by the Beachy Brothers.

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W. K. Niver Coal Company: Pen Mar No. 2

T 442 and T 315 Construction Date: ca. 1900
Elk Lick Township

DESCRIPTION: This site, informally known as "The Shaft," was named after the Pen Mar No. 2 shaft mine. Two brick walls from the powerhouse (one of the massive brick walls standing has several arches and boiler chambers), a concrete foundation, a concrete structure and a concrete slab over the shaft mine are extant. Also on the site is a pile of railroad ties and much mine slag. The mine site was serviced by a spur from the Berlin Branch of the Baltimore and Ohio Railroad. The grade of this spur that once ended at Shipleytown is still extant.

On the south side of T 865 four company houses remain from the original thirty-five. Running parallel to each other, Bedford and Orchard streets once were linked but are now both dead-end private roads. On Bedford Street are two former company houses, both two-and-a-half-story side-gabled, single-family dwellings. One is vacant and retains an outhouse in the rear, and the other is occupied by the owner of the land. Many adjacent houses have been razed and their foundations plowed over. A superintendent's house stands between Bedford and Orchard Streets but has been severely altered. Windows have been reshaped, and exterior walls have had stucco and half timbering added.

HISTORY: The W.K. Niver Coal Company, after successfully mining in Elk Lick Township, bought 15,000 acres of coal lands in Brothers Valley Township in 1901. The same year "The Shaft" (Pen-Mar No. 2) was built by M. J. Murphy of Windber on the former C.W. Landis farm. There were actually two shafts on the site, both 385' deep, with one used for transporting miners and the other for coal. The nearby powerhouse pumped water out of the shaft and provided steam power to operate it. Cables from the shaft once spanned T 865 (Macdonaldton Road) and were supported on steel towers and anchored near the former Orchard Road. In 1910 Pen Mar No. 2 produced approximately 182,000 tons of coal and employed 212 workers. The same year a large machine/blacksmith/carpenter shop was constructed to replace a similar structure destroyed by fire.

Photo 26. Pen-Mar No. 2, powerhouse. Photo by Scott Brown.

The W.K. Niver Coal Company became Brothers Valley Coal Company by 1919. By the 1930s mining ceased after the shaft flooded. Plans were made in the late 1940s to extract the remaining coal but proved unsuccessful. At about the same time most of the approximately thirty-five company houses were razed, the water mains were taken up, and Bedford and Orchard streets became private drives.

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Miller, Claude. "Niverton-Boomtown," The Casselman Chronicle 5 nos. 3 and 4 (Fall and Winter 1965).

Petro, Joseph. Brothers Valley Township. Telephone Interview, 2 August 1992.

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Schrock, Eleanor. Niverton, PA. Personal interview, 16 July 1991.

Pennsylvania Smithing Coal Company: Wells Creek (Company Town)
5 miles northeast of Somerset
Somerset Township
Construction Date: ca. 1910

DESCRIPTION: Five company houses remain in Wells Creek, located at the juncture of T 610, T 575 and SR 1003. SR 1003 has recently been realigned to avoid T 610. The Somerset & Cambria Branch of the Baltimore and Ohio Railroad, as well as Wells Creek itself, bisect the town. A large boney pile is bordered on three sides by T 575, T 610, and Wells Creek. A spur from the Somerset & Cambria Branch of the Baltimore and Ohio Railroad that once reached the mine survives, as do remains of a wood bridge spanning Wells Creek. Water still flows from the mine. There are two side-gabled, two-and-a-half-story double houses on the west side of T 610. On the west side of the tracks stand two large two-and-a-half-story, cross-gabled, single-family houses presumably built for management.

Photo 27. Wells Creek, double company houses. Photo by Scott Brown.

HISTORY: As many as four coal companies apparently operated in Wells Creek: Pennsylvania Smithing Coal Company, Meyersdale Coal Company, Wells Creek Coal Company, and Adams Coal Company. Pennsylvania Smithing built ten double houses (two remaining) while Meyersdale Coal built fourteen single-family houses (none remaining). Meyersdale Coal Company operated in Wells Creek for only a short time. In 1910 its Stauffer Nos. 1 and 2, both drift mines, produced about 224,000 tons of coal with a work force of 257. Production had ceased by 1920.

Pennsylvania Smithing Coal Company was mining at the site by 1920 with Adams No. 2, a drift mine in the Lower Kittaning seam that produced 55,000 tons of coal that year and employed ninety workers. Adams No. 2 was taken over by Wells Creek Smithing Coal Company by 1940. That year coal production was down to approximately 14,000 tons, with nineteen workers. Mining ceased about 1948. There was once a Baltimore and Ohio Railroad depot at the site known as "Adams Station."

Sources:

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Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.

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Pine Hill Coal Company: Goodtown (Company Town)

2.5 miles southwest of Berlin
Brothers Valley Township

Construction Date: 1900

DESCRIPTION: The ten company houses remaining in Goodtown include two-and-a-half-story front-gabled single-family houses, L-shaped cross-gabled two-and-a-half-story single-family houses and two-and-a-half-story side-gabled double houses. At the very end of the dead end road near the mine site is a large, banked two-and-a-half-story front-gabled structure. At the southeast corner of T 423 (Goodtown Road) is the Saints Peter and Paul Russian Orthodox Church. Houses on the north side of Goodtown road may have been company built as well.

Pine Hill Smokeless Coal Company's abandoned mining complex, located on the east side of a spur from the Berlin Branch of the Baltimore and Ohio Railroad, contains a screening plant, an office lamp house building, and a mine car repair shop. Built in the 1940s, the screening plant is a tall one-story building with hollow-clay tile walls, an interior timber frame, a gable roof covered with corrugated metal, and a concrete foundation. The building houses electrically powered screens and conveyors manufactured by the Jeffrey Manufacturing Company of Columbus, Ohio. A conveyor that led to the tipple through the east side of the building still stands, but the tipple has been demolished. The office and lamp house building, also erected in the 1940s, is located to the west of the screening plant and consists of a long, narrow one-story building, with hollow clay-tile walls, a gable roof covered with corrugated metal, and a concrete foundation. The battery-charging equipment for the miners' lamps remains in the east end of the building. A work shop and storage room were also in this building.

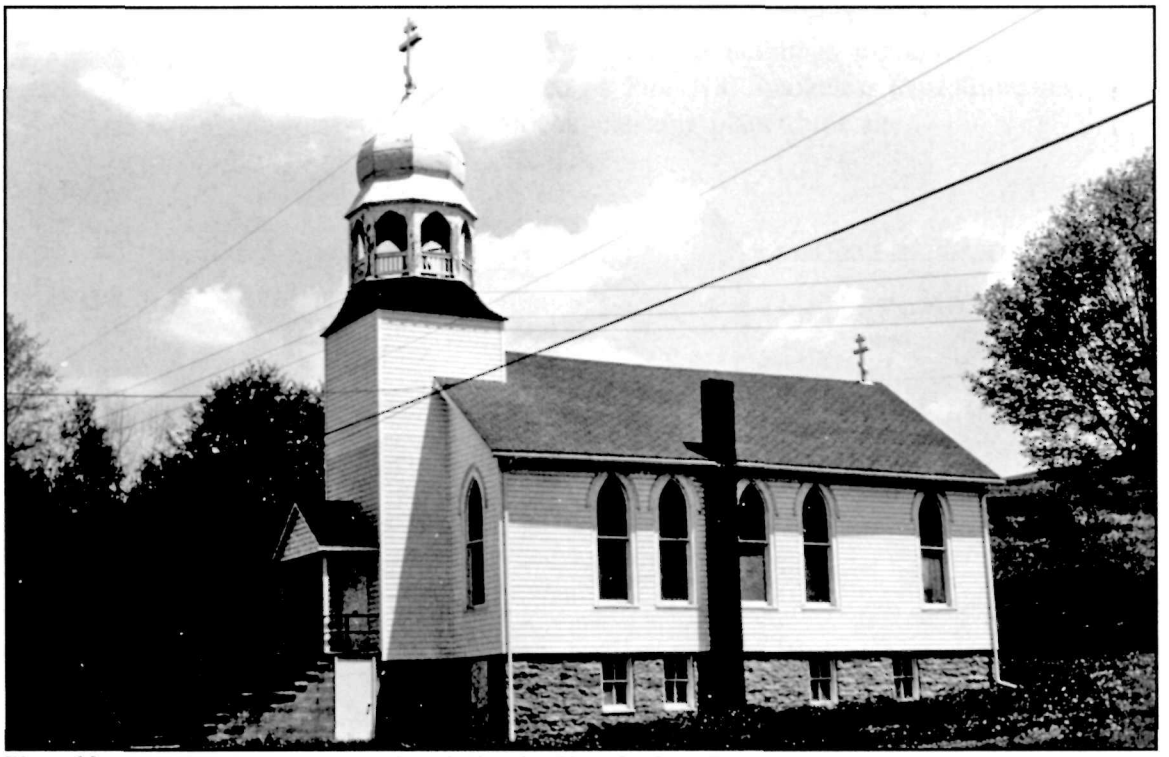

Photo 28. Goodtown, Saints Peter and Paul Church. Photo by Scott Brown.

The mine car repair shop stands just west of the office and lamp house building. Built about 1950, it has concrete-block walls, a wood-rafter gable roof, corrugated metal roofing, and a concrete foundation. Almost all of the machinery has been removed except a ca. 1900 metal-stamping machine. Tracks for the mine cars extend through the building, and the mechanics' pit for servicing the mine cars is located at the west end of the shop. The repair shop was electrically powered. The B&O Railroad spur continues further south beyond the three mine buildings but stops abruptly where strip mining has occurred. On the west side of the railroad spur is a contemporary coal cleaning plant run by Quality Pine Hill Coal Company.

HISTORY: Construction of Goodtown was begun in 1900 by the Pine Hill Coal Company (absorbed by the Somerset Coal Company two years later). Mining commenced shortly thereafter at Pine Hill Nos. 1 and 2. The town was named for Isaiah Good, the general manager of the company. Consolidation Coal Company absorbed Somerset Coal Company, and Pine Hill Nos. 1 and 2 were renamed Consolidation Nos. 112 and 113. The Buffalo Valley Railroad Company, which later became the Berlin Branch of the Baltimore and Ohio Railroad, owned the right-of-way for a spur into Goodtown.

A powerhouse at the site contained three coal-fired boilers that produced 230 volts of direct current. Miners' houses, however, were not wired for electricity until after World War I. The powerhouse was razed sometime around 1930 when operations ceased temporarily because of the Great

Photo 29. Goodtown, coal cleaning plant. Photo by Scott Brown.

Depression. At the height of productivity eighty railroad hopper cars were filled daily, representing approximately 4,000 tons of coal.

Immigrants from Eastern Europe began arriving in 1905 to work in the mines. By 1913 there were seventy houses, although only eight were single-family dwellings, including a section known as Upper Goodtown. Consolidation Coal Company donated land for the Saints Peter and Paul Russian Orthodox Church, which was constructed in 1917. Goodtown once included a combined company store and post office (the structure burned in 1913 but was immediately rebuilt), a butcher shop, a recreation building known as the "Band Hall" or "Pool Room," and a farm for grain, hay, cattle, and mine mules and ponies. None of these are left.

A major labor walk-out occurred during the national coal strike in 1922, even though a local union had not yet been established. Miners and their wives and children were evicted from their houses and forced to live in tents in nearby fields. As winter approached and temperatures dropped, the strike faltered, and those who had not left the area to seek employment elsewhere returned to work in the mines. It was not until 1933 that Local Union #6216 of the United Mine Workers of America was formed.

During the Depression years production was cut back drastically, workers were laid off and the town suffered a decline. Many more miners and merchants left the area to find other work. Company houses were dismantled and the material used elsewhere.

Mining resumed after World War II, although on a smaller scale than before. Workers commuted to the site rather residing in the town. The three mine buildings presently on the site were constructed in the 1940s, and were last operated by Pine Hill Smokeless Coal Company. Quality Pine Hill Coal Company presently operates a coal-cleaning plant at the site.

Sources:

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Gay, George E. General Map of the Bituminous Coal Region in Western Pennsylvania Showing the Location of Mines and the Various Inspection Districts. Harrisburg: Department of Mines of Pennsylvania, 1915.
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The Sesquicentennial Book of Berlin, Pennsylvania and the Berlin Area, 1987. Privately printed, 1987.

Quemahoning Coal Company: Koontztown (Company Town)

T 402 on east side of Oven Run approximately 2 miles northeast of Stoystown — Construction Date: 1918
Shade Township

DESCRIPTION: The former company town of Koontztown consists of approximately fourteen houses on both sides of T 402, and a small dead-end street on the south side of SR 1023. The extant houses are primarily two-story, side-gabled, single-family houses and are situated fairly close to the road. One of the houses has long stood vacant and retains much of its original appearance, including tongue-and-groove wood clapboard siding.

HISTORY: Organized in 1901 or 1902, Quemahoning Coal Company was the largest locally owned coal operator. Daniel Zimmerman was president, while Isaiah Good, who was one of the founders of another local coal operation, Somerset Coal Company, served as a director. Quemahoning owned 4,000 acres of land and all of the accompanying mineral rights in Somerset County.

Koontztown was built in 1918 by the Quemahoning Coal Company on the Joseph Koontz farm to provide housing for miners at Ralphton No. 8 (and by 1920, No. 9). Ralphton No. 8, however, appears to have been extant at the site as early as 1915. A spur from the Somerset & Cambria Branch of the Baltimore and Ohio Railroad served the site. In 1920 Ralphton Nos. 8 and 9 produced only 14,000 tons of coal with thirty-seven workers. Mining ceased in 1937.

Sources:

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Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing Company, 1932.
Cleaver, Wilbur F., ed. "The Industrial Edition," Somerset Democrat. 27 November 1912.
Gay, George E. General Map of the Bituminous coal Region in Western Pennsylvania Showing the Location of Mines and the Various Inspection Districts. Harrisburg, PA: Department of Mines of Pennsylvania, 1915.

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Quemahoning Coal Company: Ralphton (Company Town)

Intersection of SR 4025 and T 701 Construction date: 1903
Quemahoning and Jenner Townships

DESCRIPTION: Ralphton consists of twenty double company houses. On the north side of SR 4025, in Jenner Township, is a long mine building presently used as a residence. On the south side are twelve alternating hipped and side-gabled double houses. On both sides of T 701, in Quemahoning Township, there are eight two-story, side-gabled double houses. The tall, banked, curved grade of the Baltimore and Ohio Railroad Quemahoning Branch, now abandoned, cuts through the town.

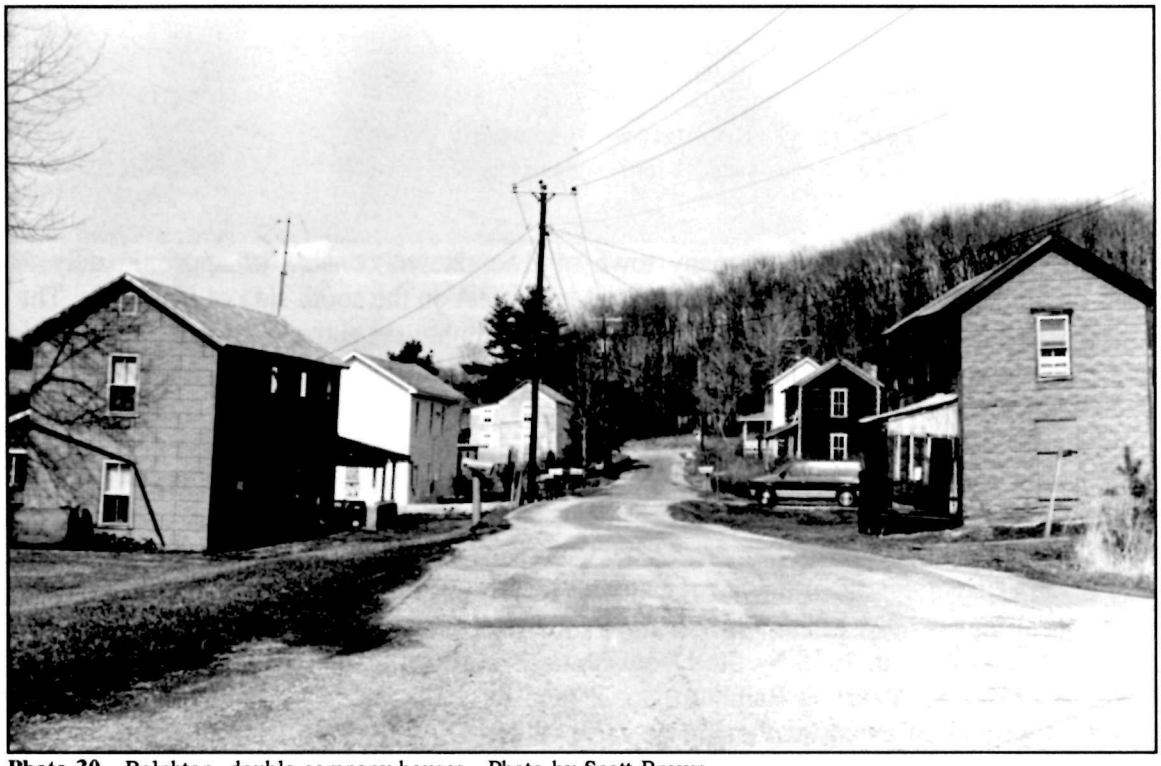

Photo 30. Ralphton, double company houses. Photo by Scott Brown.

HISTORY: Ralphton was built in 1903 by the Quemahoning Coal Company, its first mining operation. The town was constructed on the Quemahoning Branch of the B&O Railroad, which had been completed two years earlier. The mines at Ralphton, named after Ralph Zimmerman, the son of Quemahoning's president Daniel Zimmerman, included Ralphton No. 1 on the Frederick Buelman farm; No. 2 on the Jerome Stufft farm; and No. 3 on the Noah Biesecker farm. Quemahoning operated as many as seven mines at or near Ralphton in both Jenner and Quemahoning Townships. In 1906 the Quemahoning Coal Company owned 400 steel coal cars, and Ralphton consisted of 100

houses, a hotel, and a general store. Ralphton Nos. 1-4 produced about 409,000 tons of coal that were low in sulphur and ash and known as "Quemahoning Ralphton Smokeless Coal." The four mines employed 393 in 1910. By 1930 Ralphton Coal Mining Company became the operator of the Ralphton mines. In 1950, with only Ralphton No. 2 in operation, about 19,000 tons were produced with twenty-seven workers. Mining ceased in the 1950s. See Quemahoning Coal Company: Koontztown (Company Town).

Sources:
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Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.
Cleaver, Wilbur F. "The Industrial Edition of the Somerset Democrat," 59, no. 20 (27 November 1912).
Hall, Bob. "Somerset County Coal: Boom or Bust!" Four-in-One. November, 1984.
"New Somerset County Coal Town," Daily Tribune (Johnstown), 29 May 1903.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.
Pennsylvania Department of Mines. Annual Report of the Department of Mines: Bituminous Division, 1950. Harrisburg, PA: State Printer, n.d.

Quemahoning Coal Company: Ralphton No. 6 and Zimmerman (Company Town)

T 599 and SR 4009 Construction Date: 1912
Somerset Township

DESCRIPTION: The former company town of Zimmerman consists of twelve company-built houses. The mines and mine structures were located on the south side of the intersection of T 599 and SR 4009. On either side of SR 4009 are six single houses of a unique design. These structures have a stone foundation and at least one retains its original board-and-batten exterior sheathing and double-hung two-over-two-light windows. On a small culvert off T 599 are five two-story single houses with concrete-block foundations and new siding.

HISTORY: Quemahoning Coal Company began mining here about 1912. Ralphton No. 6 was a 275'-deep shaft mine in the Upper Freeport seam. In 1920, with 260 workers, the mine produced 82,000 tons of coal. By 1930 production was down to only about 15,000 tons and by 1940 mining had stopped entirely. The mine structures were razed during the 1940s.

A farmhouse that existed before the town was constructed is still standing, and was converted into a doctor's office and infirmary during mining operations. Company structures no longer standing include a company store and hotel.

Sources:
Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
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Harkom, Guy. Zimmerman, PA. Personal Interview, 14 July 1991.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Photo 31. Zimmerman, single company house. Photo by Scott Brown.

Quemahoning Creek Coal Company: Quecreek (Company Town)

Intersection of SR 4002 and 4015 Construction Date: 1913
Lincoln Township

DESCRIPTION: The company town of Quecreek contains approximately fifty company houses bisected by the abandoned Boswell Branch of the Baltimore and Ohio Railroad. On the east side of the tracks on T 521 (Third Street) and T 530 (Fourth Street) are primarily two-and-a-half-story, side-gabled, single-family houses with central ridge brick chimneys and full-front porches. Some retain their original clapboard sheathing and six-over-six-light, double-hung windows. On the west side of the tracks on First and Second Streets (T 533 and T 534) are primarily two-and-a-half-story, side-gabled double houses with center-ridge brick chimneys, some retaining their original clapboard sheathing and six-over-six-light, double-hung windows. On the east side of T 532 (Sixth Street) are five two-and-a-half-story front-gabled management houses with side entries. At least one retains its original clapboard sheathing and six-over-six-light, double-hung windows. The company store, a one-and-a-half-story, front-gabled clapboard structure, is at the northeast corner of SR 4002 and SR 4015. On an unpaved street on the east side of town is a long barrack-style residence with four units.

Photo 32. *Quecreek, blacksmith shop. Photo by Scott Brown.*

On the south side of both SR 4004 and Quemahoning Creek are three extant mine buildings. One is an abandoned hollow clay-tile blacksmith shop with most of its windows broken out. Another is a hollow clay-tile machine shop, its west end presently used as Cramer's Garage. At the rear of this structure is a small one-and-half-story brick structure, most likely a lamp house. Reportedly, on the hill above the mine buildings, are the remains of a brick dynamite house. A spur from the abandoned Boswell Branch once spanned Quemahoning Creek into the mine site just to the south of the mine buildings. Only short steel beams and the skewed concrete abutments remain from the bridge.

HISTORY: The company town of Quecreek, originally named Harrison, was laid out by Charles J. Harrison, and John C. Brydon of the Quemahoning Creek Coal Company in 1913. Harrison was a prominent businessman and lawyer in Somerset County, in addition to being president of the Quemahoning Creek Coal Company and secretary of the Quemahoning Coal Company. Harrison was also president of the County Trust Company while his son, Charles J. Harrison, Jr., was secretary and treasurer of the Quemahoning Creek Coal Company. Quecreek Nos. 1 and 2 were in operation by 1912. By 1915 Que Creek Nos. 1 (on the west side of the railroad tracks), 2 (at the end of the spur on the east side of the tracks) and 3 (east of the town) were in operation. Five years later Que Creek No. 3 was closed but Que Creek Nos. 1 and 2 produced approximately 139,000 tons of coal and employed 146 workers. Saxman Coal and Coke Corporation took over operations by 1930 and production increased to approximately 172,000 tons with 162 employees at the Harrison mine, a slope mine in the Upper Kittaning seam. In 1950 Harrison "E" and Harrison No. 2 were

in operation with 250 workers and producing about 194,000 tons of coal. Saxman ceased mining at the site in the 1950s.

Sources:

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

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Randolph Coal Company: Randolph (Company Town)

1.5 miles southeast of Boswell
Jenner Township

Construction Date: 1907

DESCRIPTION: Only one or two houses remain from the little company town of Randolph. One house is on the south side of SR 4010 and another is on the south side of T 304. The grade and right-of-way of the Boswell Branch of the Baltimore and Ohio Railroad that once served the site is still visible. There is a collapsing hipped-roof clapboard house 1.5 miles to the north of where the Boswell Branch curves to the west to Boswell. Construction of the four-lane SR 219 in the early 1970s probably eliminated some of the houses and part of the mine site.

HISTORY: Randolph was laid out in 1907 by the Randolph Coal Company. A short spur to the east of the Boswell Branch reached Randolph No. 1. Not an extensive operation, a peak year for the drift mine was 1910 when approximately 43,000 tons of coal were mined with sixty employees. Ten years later fifty-nine employees mined 40,000 tons of coal. Mining ceased in the 1930s.

Sources:

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Map of Somerset County Pennsylvania Showing Mining Operations. Quemahoning Creek Coal Company, November 1919.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.

Reading Iron Company: Reading No. 3

One mile southwest of Stoystown
Quemahoning Township

Construction Date: ca. 1908

DESCRIPTION: The former company town of Reading No. 3 is located south of Beaver Dam on the west side of SR 281. The town has two streets running east-west, and one running north-south, none of them officially named. Most of the company-built houses are located along the east-west streets including a single row of nine single-family dwellings. Each is a two-story wood-frame front-gabled structure with stone foundations. Most of these houses have been altered with the addition of new siding and the removal of the center brick chimney.

Two adjoining brick mine buildings stand southwest of the town. One building was the car barn and machine shop, the other was a powerhouse. These structures are tall, one-story buildings with corbeling and arched windows that have been infilled with concrete blocks. Along with a contemporary metal structure to the north, these are now used for the manufacture of steel storage tanks and pressure vessels by the Stoystown Tank & Steel Company.

The former company office stands to the east of the contemporary metal structure. The company store is now a residence and is located near SR 281 on the south side of the street leading into the town. It is a two-story front-gabled structure sided with asbestos shingles. The nearby adjoining small patch towns of Mostoller and Kimmelton were also built by Reading Iron Company and predate Reading No. 3.

HISTORY: The Reading Iron Company of Reading, Pennsylvania, laid out and built the town and began mining in 1908. Prior to the construction and mining of Reading No. 3 the Reading Iron Company operated mines at Kimmelton and Mostoller. In 1910 two mines were in operation: Reading No. 3, a slope mine, and Reading No. 4, a drift mine on the Upper Kittaning seam. Together that year they employed 162 and produced about 184,000 tons of coal. By 1919 Reading No. 4 was closed. The following year Reading No. 3 produced only about 51,000 tons of coal but continued production until sometime in the 1940s.

Many of the houses have been razed since the site was active. It is likely that Reading Iron Company donated the abandoned mining site to local businessmen interested in attracting other industry. The father of Steve Zufal, present owner of the former mine buildings, bought the site with partners about 1960. The site also included another, smaller structure which was subsequently razed. The mine building had boilers and at one time provided electricity not only for the mines but for the town as well. The deteriorated mine building was successfully rehabilitated into a manufacturing facility.

Sources:

Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. New York: Lewis Publishing Company, 1906.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

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Zufal, Steve. President, Stoystown Tank and Steel Company. Stoystown, PA. Telephone Interview, August 7, 1991.

Reitz Coal Company: Reitz No. 2 and Reitz (Company Town)

East side of SR 160 just north of Central City — Construction Date: 1916
Shade Township

DESCRIPTION: Extant mine buildings include a small stone pony and mule barn, later used for dynamite storage, and a brick powerhouse (both of which are now vacant), as well as a brick machine shop and carbarn. These are presently used as the Shade Township Building.

Reitz No. 2, a drift mine located roughly at the center of the mine buildings, is sealed with wood planks. Reitz drift mines Nos. 1 and 8 were located a short distance west of the opening of No. 2 and the mine buildings. The company houses, primarily two-story doubles, are to the northwest of the mine buildings.

Photo 33. Reitz No. 2, motor barn. Photo by Scott Brown.

HISTORY: John Lochrie started Reitz Coal Company between 1900 and 1905 in the Central City area after serving as superintendent of Berwind-White's Eureka No. 37. Berwind-White, which owned the land the mine was on, took over the operation during World War I when Reitz experienced financial difficulties. Berwind-White built the mining town of Reitz No. 2 in 1916 on the former Thomas Mock farm. A wood tipple once stood to the west of the mine buildings where the mine cars from the drift loaded onto Pennsylvania Railroad (PRR) coal hoppers. A PRR spur reached the site from the other side of Dark Shade Creek.

Sources:

Baldwin, Leroy N. Two Hundred Years in Shade Township, Somerset County, Pennsylvania: 1762-1962.

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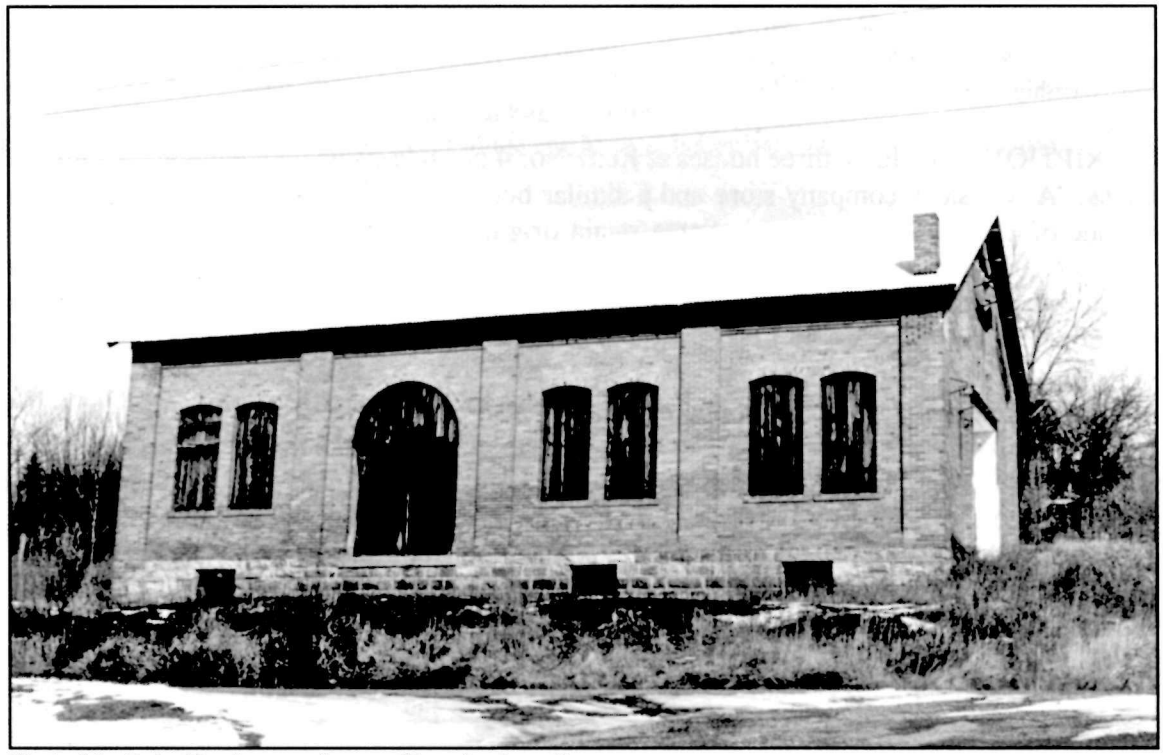

Photo 34. Reitz No. 2, powerhouse. Photo by Scott Brown.

Reitz Coal Company: Reitz No. 3

Both sides of T 605, 606
Shade Township

Construction Date: 1916

DESCRIPTION: This is a cluster of nineteen one-story single houses (twelve L-shaped) known collectively as Reitz No. 3. Four stone mine-related buildings remain on the site. One building has a completely deteriorated roof. A small stone dynamite storage building stands near the former Pennsylvania Railroad Shade Creek Branch tracks, and a blacksmith shop is located close to the drift mine. A massive stone abutment and its accompanying grade are the only remaining evidence of the tipple.

HISTORY: The houses were laid out in 1916 on the former George Manges Farm by John Lochrie. They were constructed by the Windber Lumber Company. By 1930 Reitz No. 4 Upper, in the Upper Kittaning seam, was begun.

Sources:

Baldwin, N. Leroy. Two Hundred Years in Shade Township, Somerset County, Pennsylvania: 1762-1962. Central City, PA: Privately printed, 1964.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall.

Reitz Coal Company: Reitz No. 4

Intersection of SR 1018, T 796
Shade Township

Construction Date: 1919

DESCRIPTION: The forty-three houses at Reitz No. 4 are side-gabled double houses with full front porches. A two-story company store and a similar but unidentified building next to it stand on the west side of T 796 (Statler Street.) Some retain original fish-scale asphaltic siding. On the north side of SR 1018 are three mine buildings, all constructed of ashlar stone. The buildings are parallel to each other and (from east to west) are the powerhouse, the blacksmith shop, and the carbarn/machine shop.

HISTORY: Reitz Coal Company built the site and began mining in 1919 on land that was previously the Moses Walker Farm. This mine, a drift entry on the Lower Kittaning seam, was once the largest operation of the Reitz Coal Co. When mining operations slowed during the Depression some of the houses were sold off to private owners. In 1934 the Reitz Addition, which outlined 189 lots, each measuring 200' x 40', was filed at the courthouse. Production picked up by 1940 when 576 were employed and about 423,000 tons of coal mined. Mining ceased during the 1950s at Reitz No. 4, however Reitz No. 4 1/2 and the present cleaning plant were still operating. The few remaining company-owned houses were sold off in the early 1960s.

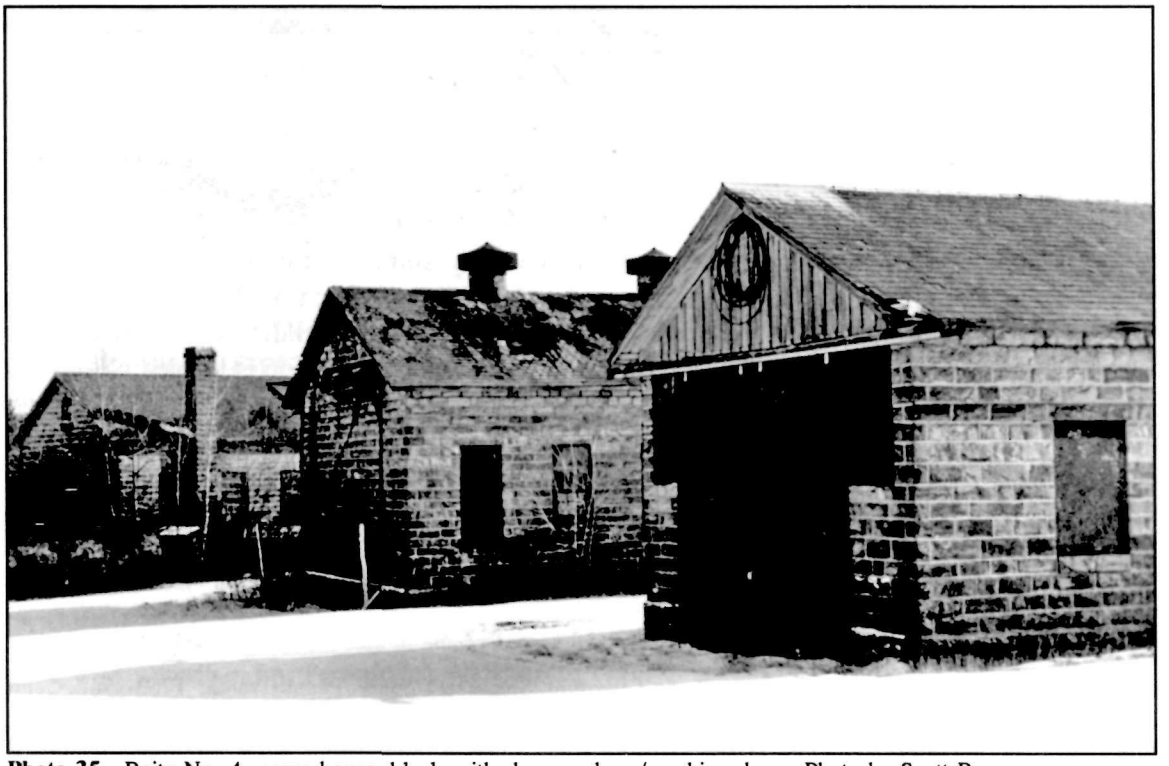

Photo 35. Reitz No. 4, powerhouse, blacksmith shop, carbarn/machine shop. Photo by Scott Brown.

Sources:

Baldwin, Leroy N. Two Hundred Years in Shade Township, Somerset County, Pennsylvania: 1762-1962.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission. Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Commonwealth of Pennsylvania Department of Mines and Mineral Industries: Bituminous Coal Division, 1931-1944 Annual Reports.

Reitz Coal Company: Reitz No. 5

1 mile west of Borough of Paint
Paint Township.

Construction Date: ca. 1910

DESCRIPTION: Five company houses remain at Reitz No. 5 on Reitz Lane, a dead end road on the north side of T 734. Four of the two-and-a-half-story houses are side-gabled, only one is front-gabled. Extant mine buildings southwest of the houses include a long, one-story brick motorbarn with a chimney, a one-story brick blacksmith shop and three cinder-block buildings.

HISTORY: The Reitz Coal Company began mining at this site sometime after 1910. To the north of the mine site an inclined plane lowered coal from the mine down to the South Fork Branch of the Pennsylvania Railroad. In 1920 about 181,000 tons of coal were mined from Reitz No. 5 (a drift mine in the Upper Kittaning seam) and 143 workers were employed. A peak year of production was 1950 when about 166,000 tons of coal were mined with 184 workers. The last company to mine coal from Reitz No. 5 was the Shade Valley Coal Company. In 1970 it mined 18,000 tons of coal and employed sixteen workers. Mining ceased sometime during the 1980s.

Sources:

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: Edwin K. Meyers, State Printer, 1925.

Pennsylvania Department of Mines. Annual Report of the Department of Mines: Bituminous Division, 1950. Harrisburg, PA: State Printer, n.d.

Roy's Smithing Coal Company: Coleman (Company Town)

Intersection of SR 1003 with T 640, T 581
Stony Creek and Somerset Townships

DESCRIPTION: Coleman consists of at least two company houses on the south side of SR 1003 (Coleman Road). They are two-and-a-half story, side-gabled double houses. There are two other houses on both sides of the road to the west. The mine site was to the south of the town, where there are several overgrown boney piles. The town is near the intersection of the Somerset & Cambria Branch of the Baltimore and Ohio Railroad and the Coleman Branch, known as Vang Junction. Both sets of tracks run parallel through the town, the Somerset & Cambria Branch to the north and the Coleman Branch to the south. The Coleman branch has been abandoned.

HISTORY: Coleman existed as a town as early as 1892 when it was known as "Coleman's." It is not clear which coal company built the extant houses, but Georges Creek Parker Coal Company was operating Ritter Nos. 1 and 2 at the site in 1920. That year, with 76 employees, 63,000 tons of coal

were mined. By 1930 Roy's Smithing Coal Company operated Roy No. 1, a drift mine, at Coleman. Approximately 79,000 tons of coal were mined that year with 102 employees.

Sources:

Baltimore and Ohio Railroad Company. "Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line.: Issued January 1, 1954.

Halberstadt, Baird. Halberstadt's General Map of the Bituminous Coal Fields of Pennsylvania, 1892. Pottsville, Pennsylvania: Baird Halberstadt, 1892.

Map of the Bituminous Coal Region of Pennsylvania Showing Inspection Districts and Locations of Mines. Harrisburg, Pennsylvania: Department of Mines, May 1, 1931.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Shipley Coal Company: Shipley No. 1 and Shipleytown (Company Town)

4 miles east of Berlin
Stony Creek Township

Construction Date: 1920

Photo 36. Shipleytown, single company house. Photo by Scott Brown.

DESCRIPTION: Two one-story wood clapboard, square, hipped-roof, single-family houses remain from the town of Shipleytown. These houses have no foundations but rest on stone piers. Two outhouses stand just to the south of one of the houses. A stone foundation and a pile of wood rubble

stand further to the east. They are located at the end of T 807, which is now closed due to strip mining at the site which obliterated many of the houses.

HISTORY: Barron and Fulton Shipley began mining on the site in 1920, and simultaneously constructed the company town of Shipley the same year. The Baltimore and Ohio Railroad spur to Macdonaldton was expanded to the site. Never a large operation, as many as five coal hoppers were loaded daily. The Shipley Coal Company went bankrupt in 1927. By 1931 Shipley No. 1 was operated by Stony Creek Quemahoning Coal Company. The two extant houses were abandoned in recent years.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Map of the Bituminous Coal Region of Pennsylvania Showing Inspection Districts and Locations of Mines. Harrisburg, PA: Department of Mines, May 1, 1931.

Shober Coal Company: Shober No. 1

3 miles northeast of Garrett
Brothers Valley Township

Construction Date: ca. 1944

DESCRIPTION: A wooden tipple, ruins of a concrete-block blacksmith shop, machine shop, and ruins of a small roof structure over the drift mine are all that remain from the family-owned Shober Coal Company's operations. On the east side of SR 219 are several houses similar in appearance, collectively known as "Shober," that may have been constructed for Shober miners.

The large wood beam tipple is constructed on a bank and has two sets of tracks where mine cars came out of the mine. Logs are used to support the base of the tipple. There is still a mine car on the tracks. At the end where the cars dropped the coal is a small enclosed section with a metal roof. Some of the Shober tracks from the Baltimore and Ohio Railroad Berlin Branch are still extant, albeit overgrown.

HISTORY: The land that the Shober Coal Company mined had been in the Shober family since at least 1876 and was known for its deposits of coal and lime. The Shober Coal Company first mined to the east of the present site during the 1920s. In 1930 this drift mine, run by Galon Shober, produced about 3,000 tons of coal and employed seven. The mine operated until 1939. Strip mining in recent years has obliterated all traces of this operation including the remains of a wooden tipple.

Mining was begun again near the first location in the early 1940s by Jack Shober, who acted as both owner and superintendent. This drift mine was in the Upper Kittaning seam. At the height of production two railroad hoppers a day were filled. In 1950, with 22 employees, approximately 5,000 tons of coal were mined. For four years leading up to the mine's closing, only house coal was mined by two employees. In 1959 mining stopped completely.

Photo 37. Shober No. 1, tipple. Photo by Scott Brown.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Shober, Larry. Berlin, PA. Telephone Interview, 23 July 1991.

Somerset Coal Company: Acosta (Company Town)

Both sides of SR 4006 at Quemahoning Creek — Construction Date: ca. 1907
Jenner Township

DESCRIPTION: The company town of Acosta contains approximately 100 houses on T 591 (First Street), T 593, (Second Street), T 595 (Third Street), T 597 (Fourth Street), T 599 (Fifth Street) and T 600 (Sixth Street). The houses are primarily two-and-a-half-story, front-gabled and hipped-roof doubles, side and hipped-roof doubles, and cross-gabled, single-family houses. On both sides of First Street (T 591) are managers' houses and a doctor's office. They are two-and-a-half-story, cross- and front-gabled houses and are slightly larger than the remaining workers' houses on the parallel streets to the south. A two-and-a-half-story, side-gabled superintendent's house is extant on a hill overlooking the town on the west side. The right-of-way and grade of the abandoned Boswell Branch of the Baltimore and Ohio Railroad is extant between Acosta itself and the mine site. Surviving from the mining site are the walls from a ca. 1940 concrete-block sandhouse, the stone and concrete remains of the tipple, and boney piles. Acosta's churches include St. John the Baptist

Photo 38. Acosta, Belmont Inn. Photo by Scott Brown.

Roman Catholic Church, Hilltop Avenue Church of God, and the Acosta Presbyterian Church, now a residence. On the south side of SR 4006 is the stone foundation of the Consolidation Coal Company store.

Adjacent to Acosta are two small coal patches considered part of Acosta. Belmont, located on SR 4015 (Watson Avenue) on the west side of Quemahoning Creek, contains approximately ten front-gabled, two-story single-family houses with corner front porches and paired windows. In addition, the Belmont Inn is located at the northeast corner of SR 4015 (Watson Avenue) and SR 4006. Griffie, located on T 401 (Griffie Road) on the east side of Quemahoning Creek, contains approximately six company houses, at least one of which is an abandoned, two-and-a-half-story, front-gabled, single-family house. On the north side of SR 4006 is the stone foundation of the Griffith Coal Company store. A boney pile remains at the site of the former mine.

HISTORY: The Somerset Coal Company began mining Jenner Nos. 4 and 5 about 1905 and built Acosta about 1907. (Consolidation Coal Company bought out Somerset Coal Company in 1903 but apparently did not take over the Acosta operation until about 1910.) Two other coal companies, Griffith Coal Company and Belmont-Quemahoning Coal Company, also operated mines at Acosta and built company houses. The Acosta post office was established in 1909 in the company store operated by the Dull Mercantile Company for Somerset, and later for Consolidation Coal Company. The company store was subsequently sold to individual owners and served as a grocery market and personal care home. It was a private residence before it burned down in 1989. In 1910

Consolidation Coal Company built a recreation building that included a barber shop, theater, and pool room. It was razed in 1948. The Griffith Coal Company built the Griffie company store which included a theater and bowling alley. It burned down in the 1930s but its foundation is now incorporated into a private garage. The Belmont Inn was built about 1906 before company houses were in place. Its Blue Room was popular for dances, weddings, and other gatherings. It closed in the mid-1980s.

Consolidation Coal Company took over the Somerset Coal Company's Jenner Nos. 4 and 5 about 1910 and renamed them Consolidation Nos. 120 and 121. In 1910 the Belmont-Quemahoning Coal Company was operating Belmont No. 1 at Acosta. The same year Consolidation Nos. 120 and 121, both drift mines, produced about 127,000 tons of coal and employed 182 workers. A peak year of production was 1940 when both mines produced about 409,000 tons of coal and employed 334 workers. In 1945 Consolidation Coal Company merged with the Pittsburgh Coal Company, becoming the Pittsburgh Consolidation Coal Company. Pittsburgh Consolidation Coal Company ceased mining at Acosta in 1950 and the houses were sold off to individuals. The following year the Acosta-Gray Coal Company mined coal at the site. This company ceased operations only four years later.

Sources:

Chervenak, Louis B., ed. The Community Story (Jenners-Boswell-Jennerstown).

Cleaver, Wilbur F., ed. "The Industrial Edition", Somerset Democrat. 27 November 1912.

Commonwealth of Pennsylvania Department of Mines and Mineral Industries: Bituminous Coal Division, 1931-1944 Annual Reports.

Commonwealth of Pennsylvania Department of Mines: Bituminous Division 1950 Annual Report.

Edkins, Donald O., comp. Edkins' Catalog of Coal Company Scrip. New Kensington, PA: The National Scrip Collectors Association, 1977.

Halberstadt, Baird. Halberstadt's General Map of the Bituminous Coal Fields of Pennsylvania, 1907. Pottsville, Pennsylvania: Baird Halberstadt, 1907.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.

Zanoni, Agnes I. "U.S. Postal Service Acosta, PA 15520: 80th Anniversary," 1 July 1989.

Zanoni, Agnes I. Acosta, PA. Telephone Interview, 20 April 1992.

Somerset Coal Company: Jenners (Company Town)

West side of SR 601; south of US 30 — Construction Date: 1906
Jenner Township

DESCRIPTION: The Company Town of Jenners contains some 100 company houses. Located in three separate areas because of the hilly terrain, the houses are primarily hipped-roof double houses with center brick chimneys and ashlar stone foundations. This, the most common style of house, features four-light diamond-shaped windows, six-over-six-light windows, tongue-and-groove clapboard, and one-story front porches. Management houses are extant on T 848, a hill overlooking the mine site. Also overlooking the mine site on T 799 are several two-and-a-half-story, front-gabled single-family houses. Two churches are extant: St. Joseph's Church (Orthodox) on the east side of SR 601 and St. Mary's Church on the west side.

Photo 39. Somerset Coal Company, mine buildings. Photo by Scott Brown.

A concrete tipple, two adjacent mine buildings and a mine office remain on the south side of the North Branch of Quemahoning Creek. The larger mine building retains the eight-over-eight-light windows, while the windows on the smaller mine building have been boarded up. Abutting these buildings on the south side is a contemporary concrete-block and corrugated-metal structure, and next to it is a large rectangular concrete area enclosed by a short concrete wall, once used as a water filtering plant. To the west of the tipple is an ashlar stone abutment from the mine car tracks. Many brick and concrete foundations are visible at the site. The mine buildings and office are one-story brick structures with slightly arched brick lintels and small circular openings at the gable ends. The mine office is now used as a residence and its gable-end window has been reshaped to accommodate a square window. Other windows on this structure have also been reshaped.

HISTORY: The company town of Jenners was known as "Jenner's Cross Roads" as early as 1892. Somerset Coal Company was operating Jenner Nos. 2 and 3 at Jenners as early as 1906 and Jenner No. 1 was in operation by the following year. Consolidation Coal Company bought out the Somerset Coal Company in 1903 but did not take over the Jenners operation until about 1910. The group of houses on the hill overlooking the mine was known as "Little Siberia" because of the many Russian immigrants who lived there, and because of its isolation. The company store was operated by the Dull Mercantile Company, and was known as the Jenner Store. It burned down during the 1950s along with the company recreation hall.

When Consolidation Coal Company took over around 1910, Consolidation Nos. 117, 118, and 119 (formerly Jenner Nos. 1, 2, and 3), produced about 651,000 tons of coal and employed 668 miners. That year several improvements were made to the site including construction of a new tramway for transporting mine slag at Consolidation No. 118 and a new Stine fan at No. 119. By 1920 only Nos. 118 (a drift mine) and 119 (a slope mine) were in operation, producing about 300,000 tons of coal and employing 435 miners. Only Consolidation No. 119 was in operation by 1930, producing about 250,000 tons of coal and employing 310 miners. By 1940 mining operations had ceased at Jenners.

Sources:

Chervenak, Louis B., ed and comp. The Community Story (Jenners-Boswell-Jennerstown) Boswell, PA: Jenners-Boswell-Jennerstown High School, 1962.

Edkins, Donald O., comp. Edkins' Catalog of Coal Company Scrip. New Kensington, PA: The National Scrip Collectors Association, 1977.

Halberstadt, Baird. Halberstadt's General Map of the Bituminous Coal Fields of Pennsylvania, 1892, 1907. Pottsville, PA: Baird Halberstadt, 1892, 1907.

Map of Somerset County Pennsylvania Showing Mining Operations. Engineering Department, United Coal Company, November 1906.

Mash, Sam. Gray, PA. Telephone Interview, 5 May 1992.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Somerset Coal Company: Wilson Creek (Company Town)

T 437 and SR 3021; three miles east of Rockwood — Construction Date: ca. 1902
Black Township

DESCRIPTION: Only four houses remain of the twenty that once comprised the company town of Wilson Creek. Two of the remaining houses are abandoned, but retain most of their original appearance. On the east side of T 437 (Wilson Creek Road) is a two-and-a-half-story, asphalt shingle-sided, double-family house with double-hung, six-over-six-light windows. Directly across the road is a two-story double house sheathed in tongue-and-groove clapboard. This structure retains its original double-hung, two-over-two-light windows. Both structures are surrounded by heavily overgrown brush.

Mining activity took place on the east side of SR 3021. In addition to numerous boney piles, there are walls of a stone and brick dynamite shed, concrete and stone piers from a truck tipple, a concrete and stone foundation, and evidence of several wooden tipples. The walls of a hollow clay-tile mine building, most likely a machine and blacksmith shop, are extant. Brick quoins are found on the wall corners and its roof appears to have blown off, resting on the south side of the former mine building. A smaller concrete-block structure with an intact roof, most likely the powerhouse, stands just to the south.

The Wilson Creek Branch of the Baltimore and Ohio Railroad once connected this mine site to the Somerset & Cambria Branch at a junction just north of Rockwood. Much of the right-of-way of this spur that roughly follows Wilson Creek is still extant.

HISTORY: Somerset Coal Company laid out the town of Wilson Creek around 1902. There was a Wilson Creek Coal Company in existence in Black Township in 1900 but not the year after. This company may have been the original operator. Somerset Coal Company had a company farm on the site that housed mules and raised crops. Somerset Coal was acquired by Consolidation Coal Company in about 1910. That year Consolidation No. 108 and No. 114 at the site employed 174 and produced around 123,000 tons of coal. Consolidation sold out to Fogle Coal Company about 1932. Fogle operated until 1960 when the site was abandoned. The railroad spur had been abandoned many years prior, so trucks were used to transport coal.

Sources:

Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Halberstadt, Baird. Halberstadt's General Map of the Bituminous Coal Fields of Pennsylvania. Pottsville, PA: Baird Halberstadt, 1901, 1904, and 1907 editions.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbagh, State Printer, 1911.

Snyder, Wilber. Black Township, PA. Telephone Interview, 22 July 1991.

Somerset Mining Company: Knickerbocker No. 1

Somerset Street — Construction Date: 1910
Borough of Hooversville and Shade Township

DESCRIPTION: A mine building in Shade Township and at least three double houses in the Borough of Hooversville remain from Somerset Mining Company's Knickerbocker No. 1. The mine building is constructed of reinforced concrete or concrete block. Three side-gabled, two-and-a-half-story double houses, one of which retains its original board-and-batten siding, are extant on Somerset Street. All have one-over-one-light windows and full-front porches, one of which is enclosed. Other company houses in Hooversville, primarily along SR 403 (Barn Street), may have been part of Knickerbocker No. 1.

HISTORY: Mining was under way as early as 1910 at Knickerbocker No. 1 (a drift mine) operated by the Somerset Mining Company. That year 157 miners were employed and about 179,000 tons of coal were mined. The following year Knickerbocker Smokeless Coal Company took over operations. By then the town had expanded to eight double houses and one single-family house on Somerset Street, with "Hungarian Hall" on the east side of the street. Mine buildings included a tile blacksmith shop, a concrete fanhouse, oil house, concrete motorhouse, office, and powerhouse. In the 1920s electricity from the powerhouse was bought by the United Light, Heat, & Power Company for the town. By 1930 Wilbur Coal Mining Company was operating the mine and the original blacksmith shop had been razed and another built, a shed was converted to a sand house, and the extant large concrete supply house was built. Knickerbocker No. 1 employed 113 workers by 1930

Photo 40. Knickerbocker No. 1, mine building. Photo by Scott Brown.

and produced approximately 96,000 tons of coal. Mining had stopped by 1940. The original machine shop and supply house was last used as a slaughterhouse and butcher shop, and closed sometime prior to 1981.

Sources:
Fetzer, Robert. Hooversville, PA. Telephone Interview, 30 August 1991.
"Hooversville, Pennsylvania Sesquicentennial." Privately printed, n.d.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.
Sanborn Map Company. Hooversville, Pennsylvania. New York: Sanborn Map Company, 1911, 1930.

Stuart Coal Company: Landstreet (Company Town)

North side of SR 403; one mile southeast of Benson
Paint Township

Construction date: ca. 1900

DESCRIPTION: At least one of the single-family houses remain in the former company town of Landstreet. Most prominent of the remaining structures are two fairly large, two-and-a-half-story houses on a small hill overlooking SR 403. One is vacant and has ornate exterior woodwork; both were probably managers' houses. The mine site was on the west side of Stony Creek in

Quemahoning Township, whereas Landstreet is on the east side of Stony Creek in Paint Township. A metal truss bridge spanned the creek at this site.

HISTORY: The town of Landstreet was laid out in 1900 by the Stuart Coal Company. Somerset Coal Company had taken over operations by 1904. By 1906 the town had a post office and a population of about 100. Fifty miners were employed by the Somerset Coal Company. Consolidation Coal Company bought out Somerset Coal Company and the drift mine became Consolidation No. 116. Mining operations were abandoned sometime before 1920.

Sources:

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

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Map of Somerset County Pennsylvania Showing Mining Operations. Quemahoning Creek Coal Co., Nov 1919.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: C.E. Aughinbaugh, State Printer, 1911.

United Coal Corporation: Jerome No. 1 and No. 2 and Jerome (Company Town)

Both sides of SR 601 — Construction Date: 1904
Conemaugh Township

DESCRIPTION: The town of Jerome consists primarily of two-story, side-gabled double houses with full-front porches in addition to one-and-a-half-story, front-gabled, single-family houses. The former Jerome Hotel, an L-shaped structure with a Jerkin-head roof that stands on the north side of SR 601 between First Street and Short Street, is presently used as a tavern. The company store, once known as the Penn Mercantile Company, stands vacant on the south side of SR 601 across from First Street. The two-story brick structure has several boarded-up windows and at the cornice level there is a brick tapestry pattern. At the southeast corner of First Street and School Avenue is the 1913 Holy Cross Roman Catholic Church. Used as both a community center and YMCA, it has been remodeled into the town post office, some stores, and a residence.

On the south side of SR 601 are three mine buildings, all constructed of ashlar stone. A machine shop is presently used by the Total Refinishing auto body shop. On the north side of this building is a smaller mine building. Jerome consists of approximately 300 company houses on twelve east-west streets, and nine north-south streets.

HISTORY: Jerome was laid out by United Coal Corporation in 1904 on the Jacob Blough farm, and was named after Jerome Coulson, the company founder's son. A railroad spur, known as the Jerome Branch, connected the mine site to the Somerset & Cambria Branch of the Baltimore and Ohio Railroad at Hollsopple. United Coal Corporation was taken over by the Jenner-Quemahoning Coal Company around 1910. During the height of production in the 1920s as many as eighty coal hoppers

Photo 41. Jerome, machine shop. Photo by Scott Brown.

a day were loaded. There have been two company stores in Jerome, the first was a brick, two-story, hipped-roof structure that housed the coal company offices and Penn Mercantile Company No. 3 store. After that burned down the present one was constructed, continuing as Penn Mercantile Company No. 3 store.

In 1910 Jerome Nos. 1 and 2 (a shaft mine) were in operation, with 657 miners producing approximately 800,000 tons of coal. Hillman Coal & Coke Company took over Jerome No. 2 in 1917 while United Coal Corporation (Jenner-Quemahoning) continued to operate Jerome No. 1. Hillman took over the "Jerome" mine (formerly known as Jerome No. 2) in 1920 but it closed before the end of that decade. A peak year for Hillman was 1930 when approximately 732,000 tons of coal were mined and 863 were employed in the Jerome mine alone. Production declined in the years after 1930, and in 1954 Hillman ceased operations altogether and sold its company houses to individuals. The company store was sold off as well, and was converted to a women's garment factory. The Jerome Hotel, built to accommodate visitors and company officials, once boasted a full-front porch, with half-timbered gable ends, and a picket fence around the block it occupies. The hotel was sold off in 1942 and the powerhouse was demolished sometime after 1987.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission. Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Photo 42. Jerome, company store. Photo by Scott Brown.

Edkins, Donald O., comp. Edkins' Catalog of Coal Company Scrip. New Kensington, PA: The National Scrip Collectors Association, 1977.

Gay, George E. General Map of the Bituminous Coal Region in Western Pennsylvania Showing the Locations of Mines in the Various Inspection Districts. Harrisburg: Department of Mines of Pennsylvania, 1915.

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Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1910. Harrisburg, PA: William Stanley Ray, State Printer, 1911.

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Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Swauger, Kirk. "Jerome retires from coal past," Tribune-Democrat (Johnstown), 26 April 1992.

Victor Coal Mining Company: Haws No. 1 and No. 2 and Hollsopple (Company Town)

Both sides of SR 403 in Hollsopple
Conemaugh Township

Construction Date: ca. 1904/1917

DESCRIPTION: Victor Coal Mining Company built approximately fifty houses in the village of Hollsopple. Located on both sides of SR 601 and Thomas Street, the houses are primarily two-story, hipped-roof doubles with front porches. Some houses retain their original clapboard siding while the rest use various contemporary materials. A concrete-block structure between SR 601 and

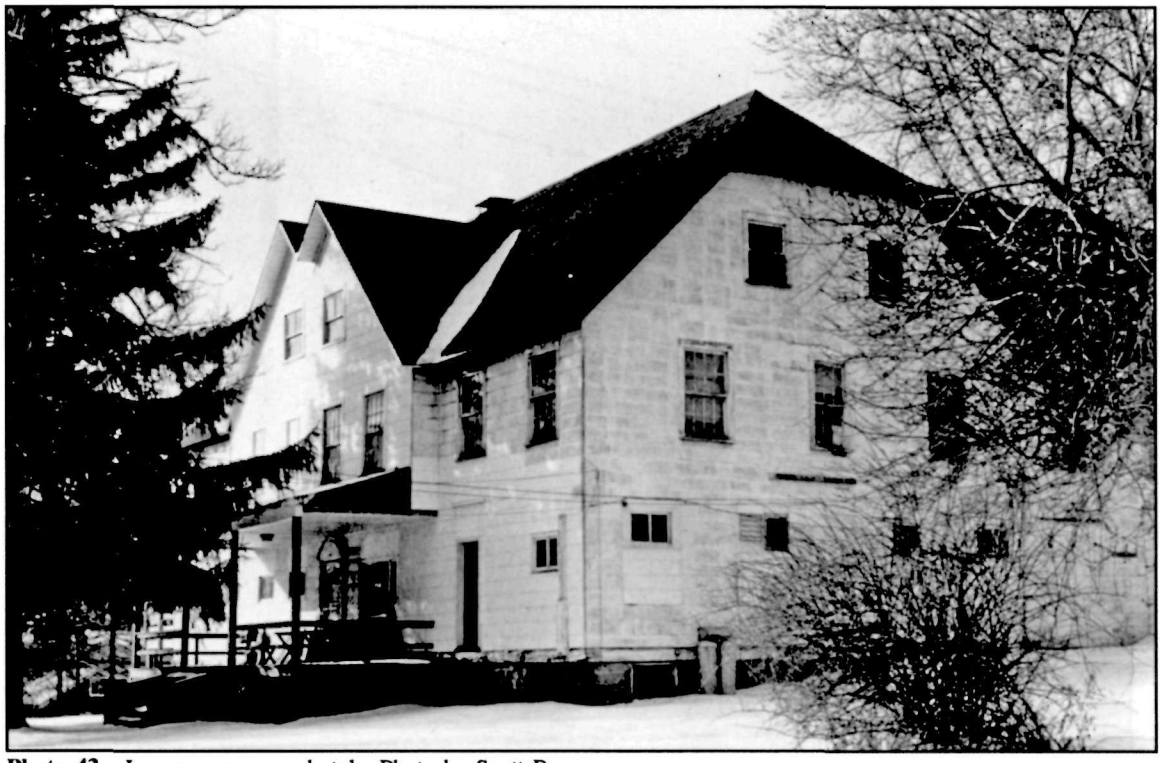

Photo 43. Jerome, company hotel. Photo by Scott Brown.

Thomas Street (presently used as a garment factory) may have originally been a mine building. A former company office, on the east side of SR 403, is a one-and-a-half-story concrete-block structure now used as a residence. The Hollsopple VFW presently occupies the site of several mine buildings. A structure that once served as a Victor Coal Company office as well as a stable is extant on the west side of SR 403.

HISTORY: The first coal company to operate at this site appears to be the "Holsapple" mine of H.Y. Haws & Company, established as early as 1904. By 1917 Victor Coal Mining Company had assumed ownership. Ten houses were built and another twenty-four constructed shortly after. A short spur came north between SR 601 and Thomas Street to meet a tipple that spanned SR 601 from the mine site. Once standing adjacent to Haws No. 3 was a powerhouse, which was razed ca. 1924 when electricity began to be purchased commercially. By 1920 Victor's Haws Nos. 1 and 3 employed 160 miners and produced approximately 117,000 tons of coal. Stony Creek Smokeless Coal Company was operating Haws Nos. 1 (a drift mine in the Upper Kittaning seam) and 3 (an 80' shaft mine in the Lower Kittaning seam) by 1930. Together they employed 169 miners and produced approximately 184,000 tons of coal that year. Stony Creek Smokeless Coal Company ceased mining sometime during the 1930s, but the Maple Ridge Coal Company operated Haws No. 3 in the 1930s and 1940s.

Photo 44. Hollsopple, double company houses. Photo by Scott Brown.

Sources:
Coal Age. 31 March 1917.
Halberstadt, Baird. Halberstadt's General Map of the Bituminous Coal Fields of Pennsylvania, 1904. Pottsville, PA: Baird Halberstadt, 1904.
Hogg, J.B. New Map of the Coal Fields of Somerset County, Pennsylvania and Adjacent Territory Showing All Coal Mines. Connellsville, PA, 1909.
Holsopple, Donald. Hollsopple, Pennsylvania. Telephone Interview, 5 August 1992.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.
Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Wilbur Coal Mining Company: Blough (Company Town)

1.5 miles north of Hooversville
Quemahoning Township

DESCRIPTION: Blough consists of twenty-five company houses. The eighteen houses located on the west side of the street are two-story, front-gabled, single-family houses with full-front porches and are covered with contemporary siding. Behind this row are several outhouses, in addition to several concrete foundations. At the south end of this street is a company store, now used as a residence. This clapboard structure has had many of its original windows replaced. Two houses

may have been built for management personnel: one is on the west side of the company store and the other is on the northwest side of the village.

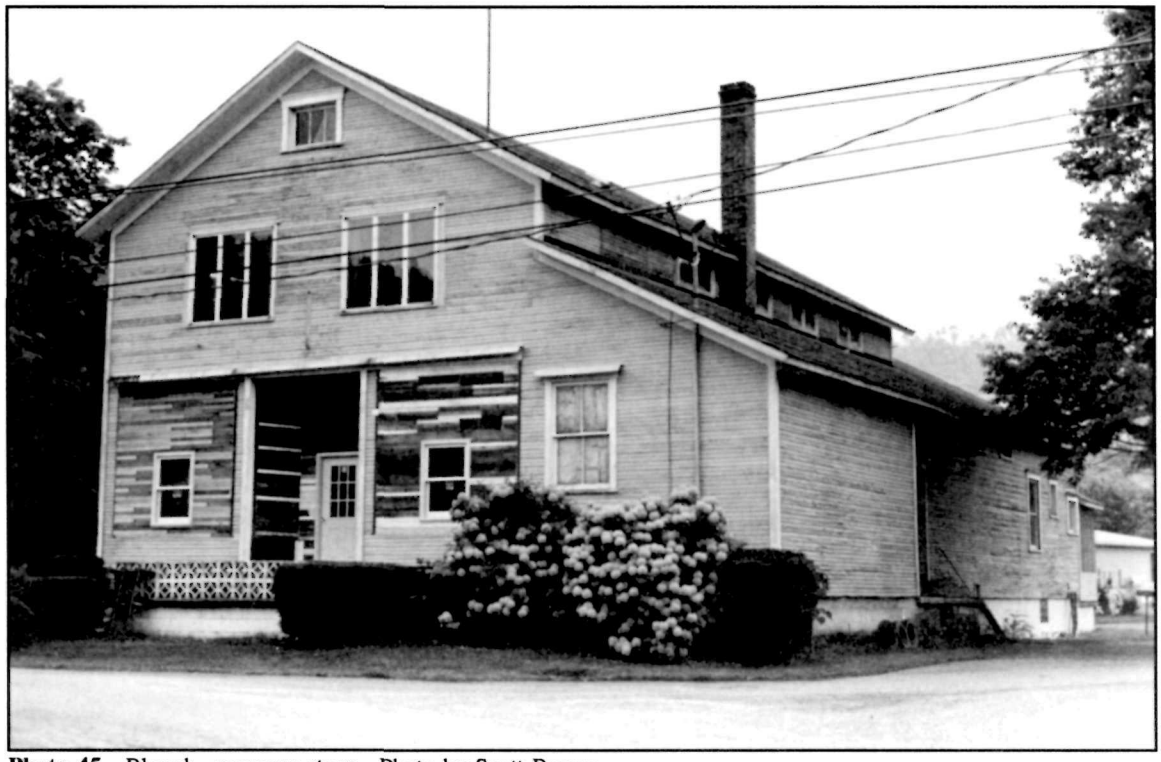

Photo 45. Blough, company store. Photo by Scott Brown.

HISTORY: Blough was the site of Wilbur's Knickerbocker No. 6, a drift mine, and was built sometime between 1915 and 1919. A school once stood in the large open space between the houses. SR 403 and Blough Station stood on the east side of Stony Creek, on the Somerset & Cambria Branch of the Baltimore and Ohio Railroad. The mine was on the east side of Stony Creek, with only a primitive swinging bridge spanning the creek to provide the miners' access. In 1920 Knickerbocker No. 6 produced some 12,000 tons of coal and employed 69 miners. Ten years later coal production was up to 143,000 tons, and 164 miners were employed. Mining operations were abandoned by 1940.

Sources:

Oldham, Sewell. Windber, PA. Personal Interview, 15 June 1991.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1919-1920. Harrisburg, PA: J.L.L. Kuhn, State Printer, 1925.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

Wilbur Coal Mining Company: Knickerbocker No. 3

T 692 west side of SR 403; South of Hooversville
Shade Township

Construction Date: ca. 1910

DESCRIPTION: Seven of the original ten single-family company houses remain on T 692, a short street off the west side of SR 403. They are two stories high and side-gabled, with porches over the center door. At least one seems to have some original clapboard and double hung four-over-four-light windows, but the remaining are sheathed in fake brick and other contemporary siding and have one-over-one-light windows. At the end of T 692, near the Baltimore and Ohio Railroad, are the mine site and buildings.

HISTORY: Knickerbocker No. 3 once included a motor house, a blacksmith shop, an office, a fan house and a tipple at the railroad tracks. In 1910 some 74,000 tons of coal was mined by eighty-three employees. Knickerbocker Smokeless Coal Company was taken over by Wilbur Coal Mining Company shortly after 1930, but mining stopped completely before 1940. By World War II all of the mine buildings except for the motor house had been razed. From 1946 to 1948 the motor barn was used for the manufacture of concrete blocks. It was razed shortly thereafter.

Sources:
Fetzer, Robert. Hooversville, PA. 30 October 1991.
Sanborn Map Company. Hooversville, Pennsylvania. New York: Sanborn Map Company, 1930.

Wilbur Coal Mining Company: Wilbur No. 4 and Wilbur (Company Town)

1.5 miles south of Hooversville
Shade Township

Construction Date: ca. 1930s

DESCRIPTION: Coal mined at Wilbur No. 4 was transferred to this site, most likely by mine car. A wooden conveyor carried the coal over SR 403 to a tipple at the tracks. On the east side of SR 403 is a long concrete-block mine building with multi-light windows constructed in the 1930s or 1940s. Also on the east side of SR 403 is a concrete pier and an abandoned, somewhat contemporary, coal cleaning plant and tipple. These facilities were constructed for strip mining after Wilbur (by then Knickerbocker Smokeless Coal Company) ceased operations. There are large boney piles on both sides of the road.

The town of Wilbur consists of some fifty front-gabled, two-story, single-family houses with full-front porches. Houses are located primarily on T 651 and T 652, between SR 1012 and T 692. At the northeast intersection of SR 1012 and SR 1023 is the Otterbein United Brethren Church and its cemetery. The site of the mine buildings is on the south side of SR 1012 near the intersection with SR 1023

HISTORY: Wilbur was laid out in 1912 by the Wilbur Coal Mining Company on the Daniel Peterson Farm. The adjoining John Johnson Farm was also purchased and the coal company built additional houses in 1921. A peak year of production at Knickerbocker No. 4 was 1930 when 193,000 tons of coal were mined and 224 miners were employed. Mining ceased in the 1950s.

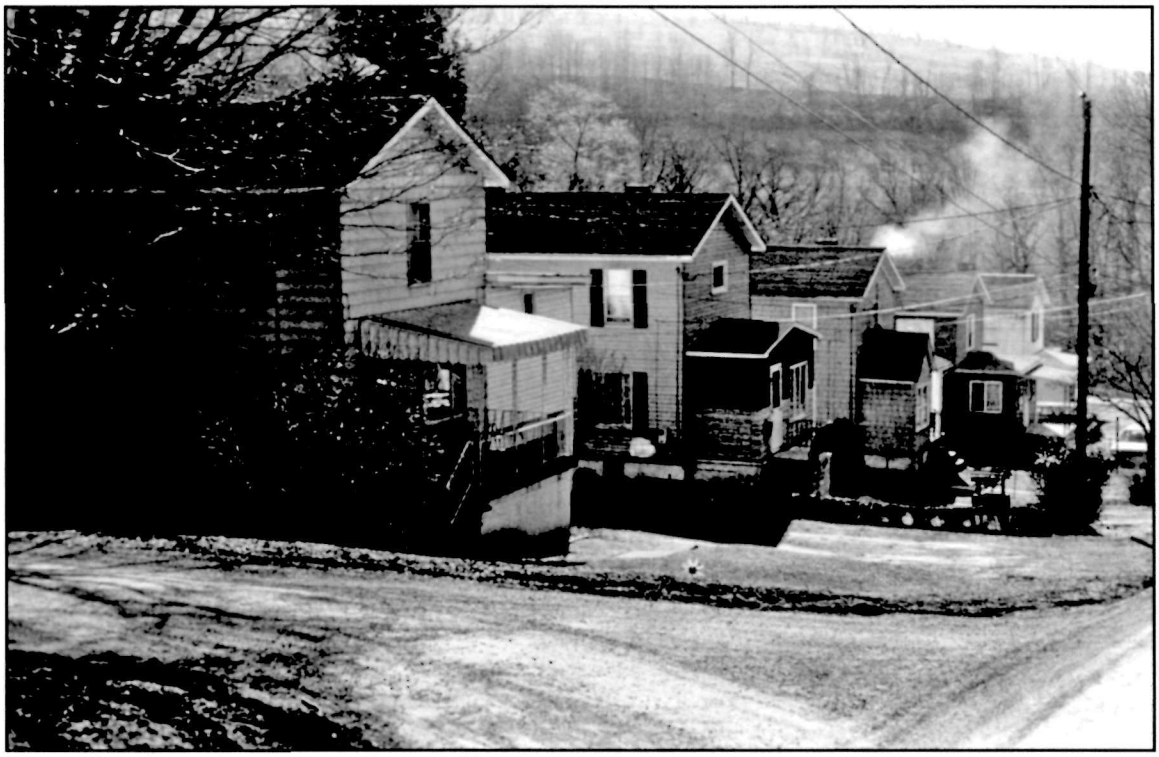

Photo 46. Wilbur, single company houses. Photo by Scott Brown.

The mine building at this site appears to have been constructed in the 1930s or 1940s. The cleaning plant was constructed by the Knickerbocker Smokeless Coal Co. for strip mining after Wilbur No. 4 ceased operations.

Sources:

Baldwin, N. Leroy. Two Hundred Years in Shade Township, Somerset County, Pennsylvania, 1762-1962. Central City, PA: privately printed, 1964.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Holsopple, Donald. Hollsoppole, Pennsylvania. Telephone Interview, 5 August 1992.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II - Bituminous, 1929-1930. Harrisburg, PA: n.p., 1932.

MANUFACTURING AND BULK PRODUCTS

Babcock Lumber Company: New Ashtola (Company Town)
Intersection of T 835 and T 816 Construction Date: ca. 1899-1910
2.5 miles southeast of Windber Borough line
Paint and Ogle Townships

DESCRIPTION: Of the original sixty single company houses and two double company houses, ten remain in the former company town of New Ashtola. Also extant is the social hall, the "Squire" Babcock residence, a doctor's office, and the Hemlock Lodge.

On the west side of SR 1033 is the former doctor's office and residence. This structure is two-and-a-half stories, L-shaped, and has a full-front porch. To the north is a large two-and-a-half-story structure once used as a workers' rooming house or a two-family house. To its north on Buck Lane is the former residence of "Squire" Babcock, brother of founder Edward Vose Babcock. It is an asphalt-sided, two-story, side-gabled house with a full-front porch. To its north is the Hemlock Lodge, a banked, two-and-a-half-story building that was used as a clubhouse, dining and social hall. This structure has a porch on the east and south sides and is unique in its use of vertical slabs of hemlock with the bark intact. Edward Vose Babcock, company friends and guests from Pittsburgh stayed here when they visited. It is presently used as a private residence.

To the north of these structures are the remaining company houses, primarily two-and-a-half-story, front-gabled structures covered with aluminum siding. Three one-and-a-half-story houses on the west side of SR 1033 were constructed in the 1920s with the wood from the dismantled company store. On the east side of SR 1033 at T 835 and T 816 is the social hall, now occupied by Jim's Gun Shop and possibly a residence. It is a tall, one-story, gabled, brick structure, perhaps the workers' equivalent of the management's Hemlock Lodge.

The railroad grade and a small portion of the tracks are still visible where they curve north into the mill site. This site today is fairly dense with shrubbery and trees. Some foundations remain, including those of the powerhouse, circular saw mill, bandmill, shingle mill, blacksmith and locomotive shops, post office/company store (razed in the 1920s), and company office (razed in the 1930s.) The mill pond may still remain, since the area retains a boggy appearance.

Babcock Lodge, the Babcock Lumber Company hunting lodge and retreat, is in Ogle Township 5 miles northeast of New Ashtola on the north side of T 820. It consists of a log and stone structure and two other log structures. The lodge and tract of land on which it sits are still owned by the company.

HISTORY: Completion of the Pennsylvania Railroad South Fork Branch made it profitable to cut timber in the densely forested Allegheny Mountain area. Edward Vose Babcock of Pittsburgh purchased 6,400 acres of this land in 1898 and the following year began milling.

With the main mill at New Ashtola and another at Arrow (presently under a small lake on Sandy Run in Paint Township) some 500 million feet of lumber was produced between 1900 and 1915. At peak production there were between 400 and 500 workers at Babcock Lumber Company with as much as 100,000 feet of finished lumber produced in a single day. Much of the lumber derived from

Photo 47. New Ashtola, social hall. Photo by Scott Brown.

hemlock trees. The company once owned approximately 36,000 acres in the area. In addition to standard lumber products, the company sold shingles, lath, bark, sawdust, and kindling wood. Babcock also had "house bill" contracts (orders for all the wood needed to construct a single house), and sold hardwood to the emerging automobile industry.

With timber resources exhausted, many mills shut down in Somerset County. Mills were dismantled and moved along with their equipment to new forest sites in West Virginia and Tennessee. The Ashtola mill was closed in 1913. Babcock sold the land to the Commonwealth of Pennsylvania and it is presently part of the Gallitzin State Forest.

Sources:

Baldwin, N. Leroy. Two Hundred Years in Shade Township, Somerset County, Pennsylvania, 1762-1962. Central City, PA: 1964.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission. Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Doyle, Fred C., ed. Fiftieth Anniversary, Windber, Pennsylvania, 1897-1947. Windber, PA: privately printed, 1947.

Kline, Benjamin F.G., Jr. "Stemwinders" in the Laurel Highlands: The Logging Railroads of South-Western Pennsylvania. 1973.

Stopok, Stanley. New Ashtola, PA. Personal Interview, 9 July 1991.

Baker Mill

East side of SR 4001, Bakersville
Jefferson Township

Construction Date: 1820

DESCRIPTION: Baker Mill is a two-and-a-half-story wood post-and-beam structure measuring 42' x 36' with a stone foundation. The windows are double-hung, six-over-six-light, with many of the panes broken out. An outline in asphalt paper on the south wall depicts a one-story gabled-roof structure that housed the steam engine and boiler. A one car garage has recently been constructed abutting this wall. Gaps in the foundation wall on this side have been infilled with brick and concrete block. The north, south, and west walls are sheathed in asphalt siding while the east wall has wood clapboard. Some of the clapboard is missing on this wall, exposing the timber frame. Evidence of the grain hoist is visible at the apex of the roof on the west side. There is a metal water wheel on the east side. A portion of the foundation at the wheel pit has been filled with hollow clay tile blocks. The race, which originated at Kooser Run across the road, is no longer visible. The miller's house stands to the north of the mill.

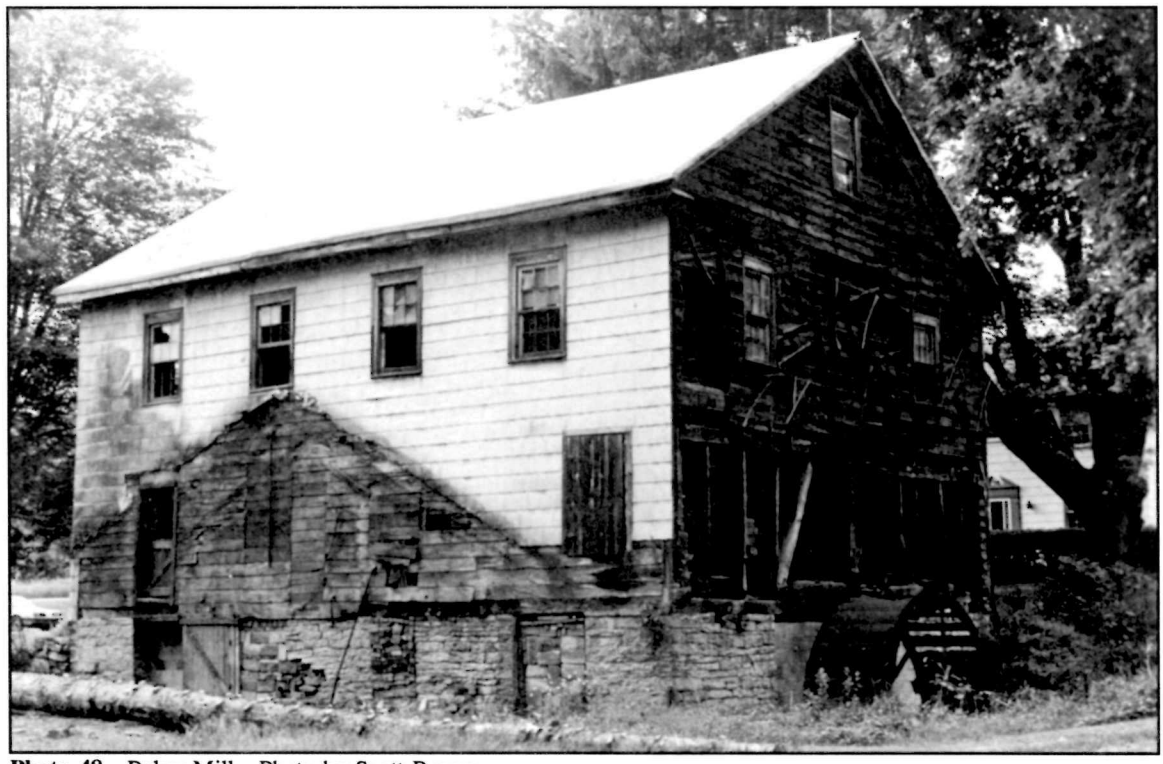

Photo 48. Baker Mill. Photo by Scott Brown.

HISTORY: Henry Baker settled in Jefferson Township in 1813 and built this grist mill along Kooser Run in 1820. Baker also owned a large distillery and a tavern at the same location. The village known as Bakersville served as both post office and as center of commerce. Although the tavern and distillery were eventually abandoned, Baker Mill continued to operate, producing various types of flour and feed. Owners who followed Baker include his son, John, Henry Lohr, George Bodes

(1898-1920), and Jonathan Bodes, who produced goods under the name "Bakersville Rolling Mills" until the mill closed in 1934. For a short time following its closing the mill was used in the production of mushrooms; since the 1940s it has been used for storage.

Sources:
Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.
Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.
Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Co., 1884.

Moses Barron Mill

East side of Laurel Hill Creek
Between T 501 & SR 3014; Barronvale
Middlecreek Township

Construction Date: 1869

Photo 49. Moses Barron Mill. Photo by Scott Brown.

DESCRIPTION: The vacant Barron Mill is a two-and-a-half-story, wood-frame structure with a stone foundation. The windows are double-hung, six-over-six-light. The water wheel is not extant

but the pit is still visible. Moses Barron's house is located across the road.

HISTORY: On this site in 1806 John Kooser built a grist mill. Moses Barron bought the property in 1864 and in 1869 constructed the present mill, which served as an important social and business center for the small village of Barronvale. During the flood of 1936 the mill dam was washed away and milling operations ceased. Milton Whipkey then took over the mill and used it for wood working, and later for the production of cornmeal and buckwheat flour. According to the 1876 county atlas there was also a saw mill on the site. The structure is now vacant.

Sources:
Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Co., 1876.
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Bell's Mill

West side of SR 4027, approximately 2 miles northwest of Jennerstown — Construction Date: ca. 1801
Jenner Township

DESCRIPTION: Now in ruins, the wood and stone foundation of this structure remains. Also present at the site is a metal water wheel and some connecting machinery.

HISTORY: John Bell was the first operator of this grist mill, beginning in ca. 1801. The mill was a two-and-a-half-story structure with a gambrel roof. Powered by Pickings Run, the original wooden water wheel was later replaced by a steel overshot wheel. Bell sold the property to Matthew Black in 1838, who sold it to Jacob and Michael Stufft in 1855. Subsequent owners include Theophilus Heiple (1858-63), William G. and Gillian C. Lint (1863-67), Benjamin and Joseph Kline and George Ludy and Peter Friedline (1894-1919), and Robert D. Kline (1919-57). By 1858 the property deed listed a saw mill, distillery, and other buildings in addition to the grist mill. The log building was dismantled and moved around 1983 to Old Bedford Village, where it awaits possible restoration.

Sources:
Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner, Lehman & Kendall, 1986.
Swetnam, George, and Helene Smith. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.

Berkley's Mill

North side of SR 2006; Village of Berkley's Mill — Construction Date: ca. 1863
Summit Township

DESCRIPTION: This mill is comprised of two gable-roofed portions: a three-and-a-half-story section measuring 34' x 34' and a two-and-a-half-story section to the east measuring 34' x 23'. The entire wood structure is sheathed in board-and-batten, and has a stone foundation, with double-hung, six-over-six-light windows. Constructed on a bank, only two stories are visible on the south side.

A 50' stone and brick tapered chimney abuts the east wall. On the interior the wood posts and beams are hand hewn. The mill race from Blue Lick Creek, which entered the mill's west wall and exited the east wall, has been obliterated.

Photo 50. Berkley's Mill. Photo by Scott Brown.

HISTORY: Jacob Berkley first built a grist mill on this site along Blue Lick Creek in 1821, one year after the village of Berkley's Mill was founded by John Berkley. The mill complex became the nucleus of the village, serving as both a social and commercial center. In 1861 fire destroyed the mill, along with a nearby woolen mill operated by Solomon Berkley. The grist mill was rebuilt in 1863, and the 1876 atlas indicates that a woolen factory was adjacent to the mill on the east side. Jacob Berkley sold the mill and surrounding property to Wellersburg businessman and investor John R. Brinham in 1863. Brinham in turn sold the mill to Jacob Steyer (the next known miller), and subsequent owners in the nineteenth century included Silas Walker (1880-1884) and Anne Critchfield (1884-1897).

By 1894 the Berkley Distillery stood just south of the mill but has since been razed. At this time Berkley's Mill was known as "Critchfield and Baldwin Flour and Feed Mill" and had a 25-horsepower steam engine in addition to water power. To the south of the distillery near Blue Lick Creek was a bonded whiskey warehouse.

Owners in the twentieth century included George D. Brant (1897-1901) and Howard Sellers (1940-1954). The mill remained in operation until 1954. The Meyersdale Lions Club acquired the tract

in 1962 and has developed it as a recreational site.

Sources:
Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner, Lehman & Kendall, 1986.
Sanborn's Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey and New York. New York: Sanborn-Perris Map Company, Limited, 1894.
Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.

Boone Mill

South of intersection of T 748 and T 567
Village of Boone, Stony Creek Township

Construction Date: ca. 1888

DESCRIPTION: Presently used as a barn, the original portion of Boone Mill is three-and-a-half stories and measures 52' x 34'. A three-story addition measures 52' x 20'. This addition originally had two gables but has been altered to a shed type roof. Evidence of the race and wheel pit can be seen on the south side of the mill. The windows are double-hung, six-over-six-light and the exterior is clapboard, except for the east wall which is covered in asphalt siding.

HISTORY: Boone was first settled during the mid-eighteenth century, and settlers George and Squire Boone may have operated a grist mill and tannery on this site as early as 1765. There was a mill already standing here when Josiah J. Walker acquired the property in 1888. Walker expanded the grist mill and built a saw mill alongside it. The grist mill was operated by a wooden overshot wheel; a small steel turbine wheel powered the saw mill. The race from Rhoads Creek provided the water to turn both wheels, and both mills could operate simultaneously as long as sufficient water was available. Walker's mills served the nearby village of Boone, whose other businesses included a store, post office, cider press and apple butter factory. Milling operations ceased in 1897 and the structure was converted into a barn.

Sources:
Brett, Yvonne, ed. Reflections of Stony Creek. Scottdale, PA: Mennonite Publishing Company, 1976.
Pennsylvania Historical and Museum Commission. Pennsylvania Historic Resource Survey Form. Prepared by Glessner & Lehman, 1984.
Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Co., 1884.

Boswell Lumber Company

West side of SR 601
0.5 miles south of Boswell Borough line
Jenner Township

Construction date: 1926

DESCRIPTION: Two of the Boswell Lumber Company's original buildings remain: a two-and-a-half-story frame structure originally constructed to house lumber company workers, and a log

administrative building still used for this purpose. A vertical board 1950s era lumber storage building stands behind the administrative building. The remaining structures on the site are metal and frame and are fairly contemporary.

Photo 51. Boswell Lumber Company, workers' lodging house. Photo by Scott Brown.

HISTORY: The Boswell Lumber Company (organized and chartered in 1909) moved to Boswell in 1926 and began construction of the logging railroad and camps. The company established one of the last logging railroad operations in Pennsylvania. Buildings erected by the company included a mill with both a circular and band saw, as well as a machine shop, an office, a stationary engineer's house, two boarding houses, and a yard foreman's office.

The logging railroad and saw mill operations ended in 1939 and a large planing mill that was on the site was dismantled, and a smaller one constructed. The decade of the 1940s also saw the company shift into the retail building-supply business. A kiln was constructed to dry the lumber, and the planing mill was used to produce refined wood products. The company's extensive timberland holdings were sold to the Pennsylvania Game Commission during the 1950s.

Three major fires have ravaged the company. The most destructive of these occurred in June 1958, consuming all but two of the original buildings. A fire in 1964 destroyed a saw mill, and a fire in 1967 destroyed a planing mill and the lumber-drying kiln.

Photo 52. Boswell Lumber Company, administrative building. Photo by Scott Brown.

At one time as many as 100 people were employed. The boarding house on the site could shelter up to forty workers. This structure was actually an extension to a farmhouse that was razed during the 1960s.

Sources:
Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.
Chervenak, Louis B., ed. The Community Story: Jenners Boswell-Jennerstown. Boswell, PA: J.B.J. Joint High School Junior Historians, 1962.
Goodwin, John. Ligonier, Pennsylvania. Telephone Interview, 2 July 1991.
Kline, Benjamin F.G., Jr. "Stemwinders" in the Laurel Highlands: The Logging Railroads of Southwestern Pennsylvania. Book No. 13 in the series "Logging Railroad Era of Lumber in Pennsylvania." Benjamin F.G. Kline, Jr.: 1973.

Compton's Mill

West side of SR 2001 at Tub Mill Run
Elk Lick Township

Construction Date: 1868-1871

DESCRIPTION: The main portion of the three-and-a-half-story, clapboard Compton's Mill is banked and measures 54' x 42'. To the south is a one-story addition measuring 22' x 20' that housed the boiler used to provide steam power to the mill. Another smaller addition to this portion was added, measuring 22' x 12', to house a blacksmith shop. Both the original portion of the mill and the additions have metal roofs, stone foundations, and double-hung, six-over-six-light windows. To the west of these additions is a small wood shed. Between the second and third floors on the

south wall of the original portion of the mill appears "ELKLICK. IXL. FLOUR EXTRA." At the same location on the east wall appears "COMPTONS. MILLS. 1872." On the east side of the mill is a hoist overhang at the roof apex and a stone inscribed with "Samuel Compton 1871" in the foundation wall. The mill race from Tub Mill Run ran along the west wall where the water wheel was located.

On the interior are white oak beams measuring 12" to 18" square and 50' long. These beams, along with head posts and the roof truss, are mortised with six-sided white oak pins. Milling machinery from the early part of the twentieth century remains inside.

Photo 53. Compton's Mill. Photo by Scott Brown.

HISTORY: John Griffith built the first grist mill on this site in about 1790. The original Griffith mill stood until Samuel Compton acquired the property in the 1860s and hired local craftsman Israel Schrock to oversee the construction of a modern "first-class flour mill." According to a history of the mill compiled by the Compton family, exceptionally high-quality materials were used in the mill's construction. The stones used for the foundation were gathered from the land surrounding the mill. None of the stones were quarried because Schrock believed that the strongest and most durable stones were those that had been "exposed to the elements for centuries." Similarly, white oak was used exclusively in the mill's framework, each beam having been "hand dressed with an adz, and mortised on the ends and at the juncture of the head-posts." Schrock used six-sided white oak pins (such as those commonly used in ship-building) to secure all beams, head-posts and roof trusses. Construction of the mill was almost complete in 1873 when a new mill race was built to provide the

water necessary to power the 18' x 5' wooden overshot water wheel. Three water-gates were installed to regulate water flow; one of these could be adjusted from the grinding floor inside the mill.

Samuel Compton supervised operation of the mill until his death in 1901, at which time his son Demetrius became the mill's owner. In 1905, Demetrius installed two stands of roller mills for the grinding of "fancy flour," but continued to use three buhrmills to grind whole wheat and buckwheat flour, cornmeal, and livestock feed. Demetrius' son Ward Compton continued this milling practice and marketed some products under the brand name "Penn's Best." He remodeled the mill in 1937 and operated it through 1941. This superb example of an intact nineteenth-century grist mill is still owned by the Compton family.

Sources:
Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner, Lehman & Kendall, 1986.
Swetnam, George, and Helene Smith. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.
"Tour Guide for Compton's Mill," prepared by Compton Family, ca. 1980.

Confluence Lumber Company

West side of SR 281, North side of B&O Railroad — Construction Date: ca. 1901
Borough of Confluence

DESCRIPTION: The Confluence Lumber Company retains much of its original appearance. The site includes two short rows of abutting buildings facing each other. In between, a railroad spur once ran to the nearby Pittsburgh Division of the B&O Railroad. Only a few partially exposed ties remain. On the south side of the former siding are three abutting one-story warehouses. On the north side is a one-story planing mill, a two-story office, a two-story warehouse, and a smaller one-story shed--all abutting. To the northwest of these structures is a lumber shed and to the northeast a tall, one-story warehouse. Several structures are sheathed in contemporary siding.

HISTORY: The Confluence Lumber Company, in business as early as 1901, continues to manufacture and supply lumber products throughout the area. The company was founded by the five Clause brothers. After William, the last brother, died, the company was passed to his son Joseph. Joseph died within a year and the company then became the property of Joseph's son Norton, who immediately sold the company to Ralph Wright, an employee who had been working for Confluence since 1961. Wright sold the company to the present owners in 1989.

The warehouse that stands apart from the other structures was constructed sometime between 1901 and 1907 and originally served as the power plant for Confluence Borough. Utilizing a steam-powered dynamo, the power plant functioned until 1918, when it was acquired by Confluence Lumber Company. Confluence Borough, meanwhile, had developed other sources of electricity. A large shop/planing mill, now razed, was located near the northwest corner of the former power

plant. A railroad spur from the nearby Pittsburgh Division of the B&O Railroad once entered the site, but use of this spur was discontinued in about 1986, and the tracks removed several years later. One piece of machinery built in the 1890s was actively used as late as 1987. The company once owned and operated horse-drawn wagons to deliver lumber (the stables were demolished by 1975).

Sources:

Sanborn Map Company. Confluence, Pennsylvania. New York: Sanborn Map Company, 1901, 1907, and 1924 editions.
Wright, Ralph. Confluence, PA. Telephone Interview, 24 April 1993.

J.M. Cook and Son Company

NW Corner of 8th and Meyers Streets
Borough of Meyersdale

Construction Date: ca. 1910

Photo 54. J.M. Cook and Son Company. Photo by Scott Brown.

DESCRIPTION: The J. M. Cook and Son Company candy factory consists of two abutting buildings. Facing 8th and Meyers streets is a trapezoidal, three-story brick structure with double-hung, two-over-two-light windows that was used for storage. Abutting this structure on the west is a two-story concrete-block structure. This building was used for storage and for cooking candy.

HISTORY: The J.M. Cook and Son Company was a candy manufacturer operating in Meyersdale as early as 1910. In 1919 it was still in operation with a total of seven employees, and it continued to operate until at least 1930. The building is currently vacant.

Sources:
Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.
Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg, PA: State Printer, 1920.
Sanborn Insurance Company. Meyersdale, Pennsylvania. New York: Sanborn Insurance Company, 1904, 1910, 1919, 1924, and 1930 editions.

Croner Grist mill

East side of SR 985
0.5 miles north of Jennerstown
Jenner Township

Construction Date: 1805, 1939

DESCRIPTION: The two-and-a-half-story Croner Grist Mill measures 45' x 43' and has been modified with tile-block, log, and stone additions since being rebuilt at its present location in 1939. The grist mill's logs are hand-hewn and V-notched. The structure has a stone foundation and a gable roof with a grain hoist cupola at the peak. Within the entire structure is a theater seating 440, an art gallery, and some of the original milling equipment on display.

HISTORY: The Croner Grist Mill was originally built in Roxbury in 1805 and was in operation there (under several owners) until 1918. It then stood vacant until 1939, when James and Robert Stoughton and Louise Stoughton Maust purchased the mill and dismantled it. The new owners moved it to its present location and renovated it for use as a theater. Although it has been extensively modified, the Croner Grist Mill, now the Mountain Playhouse, survives as an example of an historic vernacular log structure.

This building has served as a theater since 1939; in 1952 the theater received the Vernon Rice Award for the nation's finest summer stock company. Currently an active regional theater, the Mountain Playhouse has long been a symbol of cultural expression in Somerset County.

Sources:
Brett, Yvonne, ed. Reflections of Stony Creek. Scottdale, PA: Mennonite Publishing Company, 1976.
Jennerstown Fall Festival Association. History of Jennerstown: 1772-1986. Jennerstown, PA: 1986.
Stotz, Charles Morse. The Architectural Heritage of Early Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1966.
Swetnam, George, and Helene Smith. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.

Fogle & Long Cigar Company

401 Diamond Street
Borough of Berlin

Construction Date: ca. 1905

DESCRIPTION: The former Fogle & Long Cigar Company factory is presently used as a residence. It is front-gabled, with two-and-a-half stories, and has double-hung, two-over-two-light windows. The north and west walls retain the original window trim but are covered in asphaltic brick siding. The south and east walls have been altered, window trim has been removed and the first level is covered in stucco. The second level is sheathed in a vertical board paneling. There is a brick chimney at the apex of the roof and a concrete-block chimney has been added on the north wall.

HISTORY: The Fogle & Long Cigar Company's factory was operating on Diamond Street as early as 1905. In 1916, this manufacturer of hand-rolled cigars employed a total of thirty-one workers. In about 1918, partners Edgar Fogle and George Long moved their factory into another building, which had served as a public school since at least 1898. Among the products manufactured by the Fogle & Long Cigar Company was the "Hi-De-Ho Stogie," advertised as the stogie "for the smart smoker." When Long retired in 1930, Fogle assumed complete ownership of the company and operated the factory at this location until Fogle's retirement in 1962.

Sources:
Berlin Sesquicentennial Steering Committee. The Sesquicentennial Book of Berlin, Pennsylvania and the Berlin Area, 1987. Berlin, PA: 1988.
Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.
Commonwealth of Pennsylvania, Department of Internal Affairs. Fourth Industrial Directory of Pennsylvania, 1922. Harrisburg, PA: State Printer, 1922.
Commonwealth of Pennsylvania, Department of Internal Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg, PA: State Printer, 1931.
Sanborn Map Company. Berlin, Pennsylvania. New York: Sanborn Map Company, 1898, 1905, and 1924 editions.

Foust Mill

Northeast corner of T 748 and SR 601 in village of Seanor
Paint Township

Construction Date: 1812

DESCRIPTION: The Foust Mill is a two-and-a-half-story, gabled-roof brick building. The banked structure has a stone foundation and has been converted to a residence.

HISTORY: Foust Mill was built on the site of an earlier facility, the Livingston Mill. David Livingston, who fought in the Revolutionary War, built a mill constructed of logs, and a saw mill in 1812. His daughter Eve would marry Henry Foust, who built the present structure. Foust's son Samuel later took over the operation.

Sources:
Alcamo, Frank Paul. The Windber Story: A 20th Century Model Pennsylvania Coal Town. Windber, PA: Privately published, 1983.
Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties. Chicago: Waterman, Watkins & Co., 1884.

Friedline Brothers Planing Mill

7th Street; between Broadway and North Streets
Borough of Meyersdale

Construction Date: ca. 1897

DESCRIPTION: A combination warehouse and office building is all that remains from the Meyersdale Planing Mill, formerly the Friedline Brothers Planing Mill complex. This is a hollow clay tile one-story structure, somewhat triangular in shape. There is another structure on the west side of this building that may once have been part of the planing mill that is now used as a residence. The former warehouse and office building has three large doors facing the Baltimore and Ohio Railroad tracks.

Photo 55. Friedline Brothers Planing Mill, warehouse/office building. Photo by Scott Brown.

HISTORY: In 1873 John H. and Herman I. Friedline built the Friedline Brothers Planing Mill at a cost of $8,000. In September of 1882 fire destroyed the mill, but John H. Friedline and D.S. Cober rebuilt it that same year. In 1884 the mill was described as "the best planing mill in the county... provided with the latest and best machinery." At that point the mill employed eight men and produced between 300,000 and 400,000 feet of lumber per year. In 1887 the Friedline facilities included a lime storage house, a lumber shed, and a woodworking and machinery building connected to an engine house by an elevator shaft and a sawdust conveyor.

Sometime between 1887 and 1892 the mill changed hands and operated briefly as the Kennedy Price Planing Mill, Sash and Door Factory. The Friedline planing mill enterprise probably continued to

operate at another location in Meyersdale, since a "Friedline Planing Mill" appears in industrial directories through 1922. Maps show that by 1892 the complex had been enlarged to include the area south of Pennsylvania Street between Seventh Street and the Baltimore and Ohio Railroad tracks. An office building was located in this area and lumber was stored there as well. At this time another building, which housed a gluing room and a dry house, was also added to the north of the engine room. Sometime prior to 1897, the complex was once again enlarged by the addition of a second dry house and the construction of a warehouse on the land south of Pennsylvania Street.

By 1897 the tract had been purchased by the Meyersdale Planing Mill Company, whose partners included S.A. Kendall, John S. Graves, and later, W.H. Deeter. The Meyersdale Planing Mill was at one time a very successful enterprise that shipped lumber and shingles to many eastern cities. The mill also provided the lumber for most of the buildings constructed in Meyersdale during the first decades of the 1900s, including the school, the Colonial Hotel, and the C.W. Truxal residence. In 1911 the mill was awarded the contract to build five stations for the Western Maryland Railway, including the local Meyersdale depot. The mill also manufactured the lumber used to build Meyersdale's Baltimore and Ohio Railroad depot.

After World War I construction in the area came to a virtual standstill and employment at the mill dropped steadily, from twenty employees in 1916 to one employee in 1938. The Meyersdale Planing Mill closed down in the early 1940s.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Interior Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg, PA: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Interior Affairs. Ninth Industrial Directory of Pennsylvania, 1938. Harrisburg, PA: State Printer, 1938.

Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1876, 1887, 1892, 1897, 1904, 1919, and 1930 editions.

Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties. Chicago: Waterman, Watkins & Co., 1884.

Globe Column Manufacturing Company

North side of intersection SR 4055 and SR 281 — Construction Date: 1903
Somerset Township

DESCRIPTION: One, and perhaps two, buildings from the Globe Column Manufacturing Company are now extant. Occupied by Agway, Inc., at the Agway Crop Center, one of the structures is a two-story, brick structure painted white with a 1928 one-story brick addition on its south side. A cornerstone on this addition bears the inscription "A.D. Graham & Co. Inc. 1928." There are large sliding wood doors on both the east and west walls. A wood structure that may have been part of the original Globe Column Manufacturing Company complex is to the north of the brick structure. Later buildings on the present site include a concrete-block structure and a metal building. A

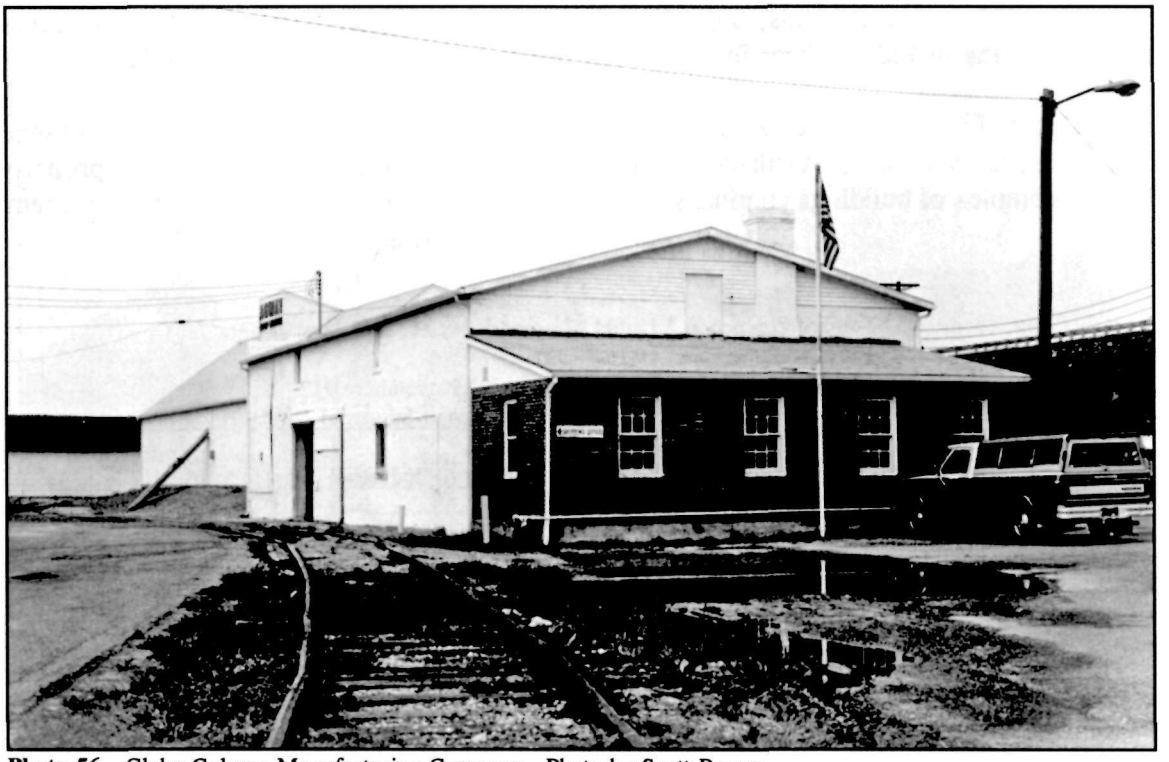

Photo 56. Globe Column Manufacturing Company. Photo by Scott Brown.

railroad siding branches off from the nearby Baltimore and Ohio Railroad Somerset & Cambria Branch into the site.

HISTORY: The Globe Column and Manufacturing Company was incorporated in 1903. A 1912 description of the company offers a detailed listing of the company's products, including "built up, lock joint Colonial columns, porch and stair balusters." Globe Column also specialized in "detail work, large Colonial columns, pilasters and pedestals; also interior columns in hard and soft wood."

Globe Column's manufacturing complex, located on the Pittsburgh, Westmoreland, and Somerset Railroad, underwent extensive change over the years. In 1904 there were three structures on the site, including a woodworking shop and a lumber shed. By 1910 the woodworking shop had been enlarged to house a planing, sawing, and turning factory, and an attached engine room, a drying kiln, a gluing room, and an office. Sometime between 1910 and 1917 two additional lumber warehouses were also constructed.

In 1928 the tract was purchased by A.D. Graham and Company to house Albert Graham's Somerset County Fertilizer Works. At this time Graham built a one-story brick addition, which is still standing. The fertilizer works included a rendering plant to provide animal tankage used in the fertilizer, and a Pittsburgh, Westmoreland, and Somerset Railroad locomotive was used as a stationary boiler to provide steam for this operation. Other ingredients used in Graham's commercial

fertilizer included "tobacco stems, superphosphate, sulphate of ammonia and German potash." Graham packed the mixed fertilizer in 167-pound burlap bags for delivery to local farms.

Somerset County Fertilizer Works occupied the site until about 1951. There were several subsequent owners, including Summer's Fertilizer Company, from whom Agway purchased the property in 1969. This complex of buildings continues to house Agway's fertilizer and crop protection chemical business.

Sources:
Casebeer, Fleming. "Somerset Fertilizer Production," Laurel Messenger 24, no. 3 (August 1983).
Casebeer, Nora. Somerset, PA. Telephone Interview, 19 July 1991.
Cleaver, Wilbur F., ed. "The Industrial Edition," Somerset Democrat, 27 November 1912.
Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.
Commonwealth of Pennsylvania, Department of Internal Affairs. Fourth Industrial Directory of Pennsylvania, 1922. Harrisburg, PA: State Printer, 1922.
Croyle, William. Employee of Agway, Inc. Somerset, PA. Telephone Interview, 22 July 1991.
Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1904, 1910, 1917, 1924, and 1930 editions.

A. Growall and Sons Planing Mill

East side of Bridge Street
Borough of Rockwood

Construction Date: ca. 1872

DESCRIPTION: Presently occupied by Clapper's Building Materials, the Growall Planing Mill originally consisted of two, two-and-a-half-story, front-gabled structures. These structures have since been connected. The larger portion nearest the Baltimore and Ohio Railroad was the planing mill itself, which is covered in both asphalt and aluminum siding. The smaller banked structure is covered with aluminum siding and was most likely originally used for storage. The double-hung, two-over-two-light windows on both of these structures may be original. The one-story, flat-roof section connecting the two is similarly sided in aluminum as are the fronts of the two original structures.

HISTORY: In 1872 Anthony Growall spent $1,000 to establish a planing mill along the south side of the Pittsburgh and Connellsville Railroad tracks in Mineral Point, later known as Rockwood. By 1884 the mill was co-owned by Anthony Growall and his sons, Jonathan P. and Ananias. A nineteenth-century photograph of the planing mill shows horse-drawn sleds being used to bring in timber and take out lumber. Despite a boiler explosion at the mill in 1900 that killed Frank Growall, the son of one of the proprietors, business at the mill continued. A 1905 view of Rockwood shows a sign on the roof of the mill which reads, "J.P. Growall, Contractor Builder & Dealer in All Kinds Lumber & Builders' Supplies." Sometime before 1905 the mill was apparently taken over by Jonathan, and it operated as the J.P. Growall Planing Mill at least until 1922; by 1925 it was called the Growall Brothers Planing Mill.

The Growall family retained ownership of the mill until 1958, when the tract was purchased by Clapper's Building Materials. The following year a small addition to the north building was razed

Photo 57. A. Growall and Sons Planing Mill. Photo by Scott Brown.

and a center portion was added, thus linking the two structures on the site. A small concrete block addition to the south side was also constructed. The building continues to house Clapper's building materials and lumber store.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Clapper, Robert. Meyersdale, PA. Personal Interview, 21 June 1991.

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Commonwealth of Pennsylvania. Department of Internal Affairs. Fourth Industrial Directory of Pennsylvania, 1922. Harrisburg, PA: State Printer, 1922.

Commonwealth of Pennsylvania. Department of Internal Affairs. Sixth Industrial Directory of Pennsylvania, 1928. Harrisburg, PA: State Printer, 1928.

Fowler, T.M. View of Rockwood, Pennsylvania, 1905. [Birdseye] Morrisville, PA: T.M. Fowler, 1905.

Rockwood Centennial Committee. Rockwood Centennial, 1857-1957. Rockwood, PA: 1957.

Sanborn Map Company. Rockwood, Pennsylvania. New York: Sanborn Map Company, 1917 and 1924 editions.

Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Co., 1884.

Hay's Mill

Near southwest corner of T 415 and T 658 in village in Hay's Mill Brothers Valley Township

Construction Date: ca. 1806

DESCRIPTION: Hay's Mill is presently in ruins. Only portions of its stone foundation walls remain. The northwest wall, the most intact, also retains some of the wood framing of two door openings. Blue Lick Creek continues to flow on the south side of the remains, but the race and the wheel pit are no longer discernable.

HISTORY: Simon Hay built Hay's Mill in about 1806. Hay had come to the area from Maryland in about 1779 and had built his first mill in the 1790s. This site proved to have insufficient water power, however, so Hay built the present mill on reliable Blue Lick Creek and turned his first mill into a carding mill.

The stonework at Hay's Mill was executed by Irish mason Thomas Short. Massive log timbers comprised the upper portion of the structure. The mill became an important part of community life (at one point a store and post office were located on the second floor of the mill), and the tiny village of Hay's Mill grew around it. A 25' water wheel powered the mill's three buhrstones, and a saw mill operated adjacent to the site.

The Hays family operated the mill until 1854, after which a succession of individuals owned the business. The Boger family was the last to operate the mill in the late 1910s. The mill was largely intact until 1936. Shortly thereafter the mill was dismantled and most of the wood and many of the stones were used on other structures. Several of the wooden cog wheels are on display at the Mountain Playhouse in Jennerstown.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
Berlin Area Historical Society. The Berlin Area, 1777-1977. Berlin, PA: 1977.
Cassady, John C. The Somerset County Outline. Scottdale, PA: The Mennonite Publishing House, 1932.
Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.

Jackson Furnace

North side, Pickings Run Grounds of Camp Sequanta
Jenner Township

Construction Date: ca. 1823

DESCRIPTION: All that remains of the Jackson Furnace are a few stones on the ground next to Pickings Run. There is a sign marking the spot.

HISTORY: The Jackson Furnace was built by Irwin Herald (or Horrel), Philip Murphy and Charles Ogle in about 1823. It operated for a few years, largely without profit. In 1833 it was taken over by Joseph and William Graham; shortly thereafter it was put out of blast permanently and abandoned.

Sources:
Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
Sharp, Myron B., and William H. Thomas. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Co., 1884.

Jenner Brewery

West side of SR 601
.25 miles south of Boswell Borough line
Jenner Township

Construction Date: ca. 1902

DESCRIPTION: The former Jenner Brewing Company brewery consists of two abutting, long brick structures. At one time the west portion was as long as the east portion and a third structure abutted the west portion, as evidenced by the brick patterns. The south end of the east structure was once the office, indicated by a pattern in light-colored brick spelling "OFFICE." A similar light brick pattern outlines the arched lintel windows and cornice of this portion of the structure.

Photo 58. Jenner Brewery, office. Photo by Scott Brown.

HISTORY: The Jenner Brewing Company began operating in about 1913 in this building that formerly housed the Idlewild Brewing Company under the supervision of original brewmaster John Kirchner of Boswell. The brewery had fourteen employees in 1919, but shortly thereafter it was closed down by prohibition. The plant apparently remained idle until 1938 when Robert Zaffey

purchased it; from this point on it was known as the Jenner Springs Brewing Company. Zaffey brewed and bottled "Bob's Pilsner Beer," whose 1938 bottle labels declare that it was "made with mountain spring water." Like many small breweries, the Jenner Springs Brewing Company soon was unable to compete with larger brewing enterprises. The brewery closed sometime prior to 1941 and the building was left vacant. The property was purchased around 1968 by David Watkins, the current owner, who uses the building for storage.

Sources:
Bull, Donald, et al. Registry of American Breweries. Trumbull, Connecticut: Bullworks, 1984.
Chervenak, Louis. The Community Story. Boswell, PA: 1962.
Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg, PA: State Printer, 1920.
Watkins, David. Owner of Watkins Chevrolet. Boswell, PA. Telephone Interview, 28 June 1991.
Zaffey, Robert Jr. Scottdale, PA. Telephone Interview, 28 June 1991.

Kantner Woolen Mill

Between SR 403 and Stony Creek
Quemahoning Township

Construction Date: ca. 1836

Photo 59. Kantner Woolen Mill. Photo by Scott Brown.

DESCRIPTION: The Kantner Woolen Mill is a rare survivor of Somerset County's early woolen industry. The three-story structure measuring 45' x 40' consists of an ashlar stone foundation and a wood post-and-beam frame infilled with brick and sheathed in clapboard. On several sections the

clapboard is missing. Windows that remain are double-hung, six-over-six-light and the gabled roof is low-pitched. Evidence of the race is still visible, although the structure is presently vacant and rubbish is strewn about the site. Recently demolished at this site was an 1893 frame residence, a small shed and a long, 80' x 32', one-and-a-half-story brick structure that was once used as an office and for storage and drying woolen products.

HISTORY: In 1836 John Kantner built this carding mill along the Stony Creek River in Sprucetown, which later became known as Kantner. In 1844 Kantner purchased another woolen mill near Somerset and operation of this mill was transferred to his son, Joseph. Subsequent owners included G.W. Osborne and Peter J. Cover, and in 1884 the property was purchased and improved by millwright William L. Rininger.

Within Rininger's mill, raw wool was cleaned, separated, and spun on a 60' spinning mule. The spun thread was then woven into cloth, and the cloth was soaked, washed, and dried on frames. A dye house was located near the mill race, so the cloth was then dyed on the premises. Finished products that could be purchased at the mill included yarn, batting, blankets, coverlets, and carpets. William Rininger's son, Ross, assumed control of the mill in 1900. It closed in 1920 and has since been used for storage.

Sources:

Baldwin, N. Leroy. Two Hundred Years in Shade Township, Somerset County, Pennsylvania, 1762-1962. Central City, PA: 1964.

Cassady, John C. The Somerset County Outline. Scottdale, PA: The Mennonite Publishing House, 1932.

Historical and Genealogical Society of Somerset County. 'Mongst the Hills of Somerset. Paoli, PA: Taylor Publishing Company, 1980.

Ware, Mark. Somerset Historical Center. Somerset, PA. Personal Interview, 11 July 1991.

M. Knecht & Sons Foundry

North side of T 323 in West Salisbury
Elk Lick Township

DESCRIPTION: The site of the original Knecht Foundry, presently the West Salisbury Foundry & Machine Company, is a red brick structure with two subsequent additions. The building is two stories high, with nine-over-six-light windows on the first floor and twelve-over-nine-light windows on the second floor. All of the lintels are arched brick and the sills are stone. The first addition abuts the west wall and for the most part matches the original, except where it has flat lintels and brick sills. On the north side is a tall one-story concrete-block addition. On the west side of the site is the former right-of-way of the Baltimore and Ohio Railroad Salisbury Branch, the grade of which is still extant.

HISTORY: The origins of M. Knecht & Sons Foundry date to 1880, when Michael Knecht established a blacksmith shop in West Salisbury. In 1892 Knecht purchased the Salisbury Foundry, which manufactured and repaired various machinery. In 1905 Knecht formed a partnership with his

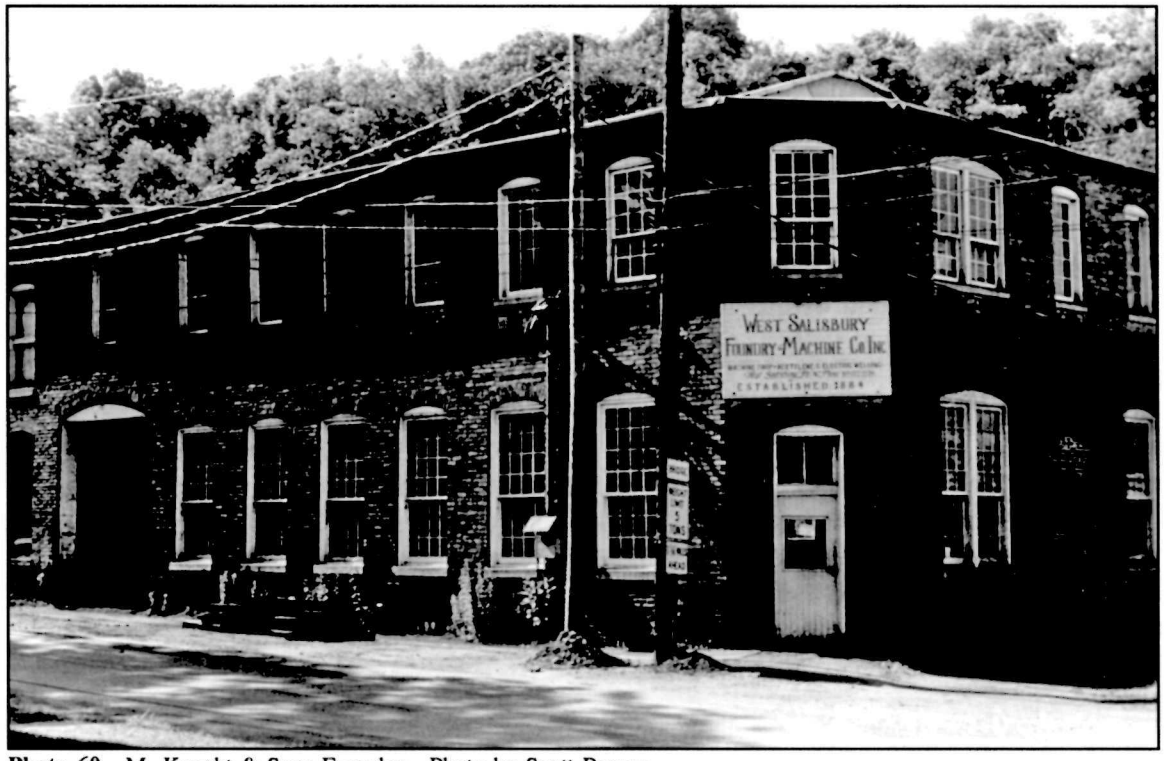

Photo 60. M. Knecht & Sons Foundry. Photo by Scott Brown.

five sons and the establishment became known as M. Knecht & Sons. This partnership lasted seven years until William bought out his father's and siblings' interests. A siding from the adjacent Baltimore and Ohio Railroad Salisbury Branch once entered the site. A fire in 1936 completely destroyed the building and its contents. The business was immediately rebuilt in a new building housing new equipment and machinery. The company grew from two employees in 1928 to five employees ten years later. Two additions have been constructed since the original building was completed in 1936.

William Knecht died in 1956, but his daughter and three sons continued the family business. While the foundry quit operating in 1964, the business continued to do repairs and machine work. The company remained in family ownership until 1978. The present owners repair strip mining machinery, do machine work, milling, and acetylene and electric welding.

Sources:

Commonwealth of Pennsylvania, Department of Internal Affairs. Sixth Industrial Directory of Pennsylvania, 1928. Harrisburg, PA: State Printer, 1928.

"New M.Knecht Owners Continue in Tradition," The Republic, 27 July 1978.

Salisbury Centennial Souvenir Book. Salisbury, PA: Salisbury Centennial Corporation, 1962.

Sanborn Map Company. Salisbury, Pennsylvania. New York: Salisbury Map Company, 1924.

C.W. Kurtz Planing Mill

North side of B&O Railroad and west side of SR 281 Construction Date: ca. 1901
Borough of Confluence

DESCRIPTION: The abandoned C.W. Kurtz Planing Mill is a two-story, gabled-roof building with a one-story flat-roof addition on the west side. This addition, probably built as an office, is presently sheathed in an asphalt brick siding. Its most prominent feature is the pedimented front portico over the front door. The original portion of the building is presently sheathed in corrugated metal siding, with a large sliding door on the south side. Standing outside next to this door is an abandoned band saw manufactured by the R.B. Yates Machine Company of Beloit, WI. There is evidence that another building once abutted this structure on the west side.

HISTORY: The C.W. Kurtz Planing Mill was in business as early as 1901. The site consisted of the extant original portion, as well as several abutting structures, including a powerhouse, that have subsequently been razed. By 1924 the mill had switched from a steam engine to a gasoline engine to supply its power needs. Sometime after that date the west side addition was built, and the company began selling builders' and farmers' supplies. The site has been abandoned for many years.

Sources:
Sanborn Map Company. Confluence, Pennsylvania. New York: Sanborn Map Company, 1901, 1907, and 1924 editions.

Lohr Mill

East side of SR 403 in Davidsville Construction Date: ca. 1890
Conemaugh Township

DESCRIPTION: The Lohr Mill consists of a two-and-a-half-story gambrel-roof center section measuring 48' x 26', flanked by a two-and-a-half-story section (the original portion) to the southeast measuring 26' x 20'. A 1940s-era two-story cinder-block addition to the northwest contains Waters Hardware on the first floor and has apartments above. The center portion of the mill is sheathed in wood clapboard, has an asphalt-shingled roof, and double-hung, multi-light windows. According to the present owner, this portion was not part of the original structure but was dismantled, moved from its location in Reynoldsdale in Bedford County, and rebuilt at the present site in the 1920s, abutting the original structure. It is presently used for hardware storage. On the northeast side of the mill is a grain hoist on the top floor with large doors below. Most of the milling machinery has been removed but various grain chutes remain.

HISTORY: According to local histories, this mill was one of Davidsville's earliest grist mills and was originally operated by J.M. Lohr. In addition to producing wheat flour and buckwheat flour, Lohr's mill also handled commercial animal feeds. Under subsequent owners, including Norman Blough, the mill produced high-grade pastry flour and continued to offer commercial feeds and fertilizers.

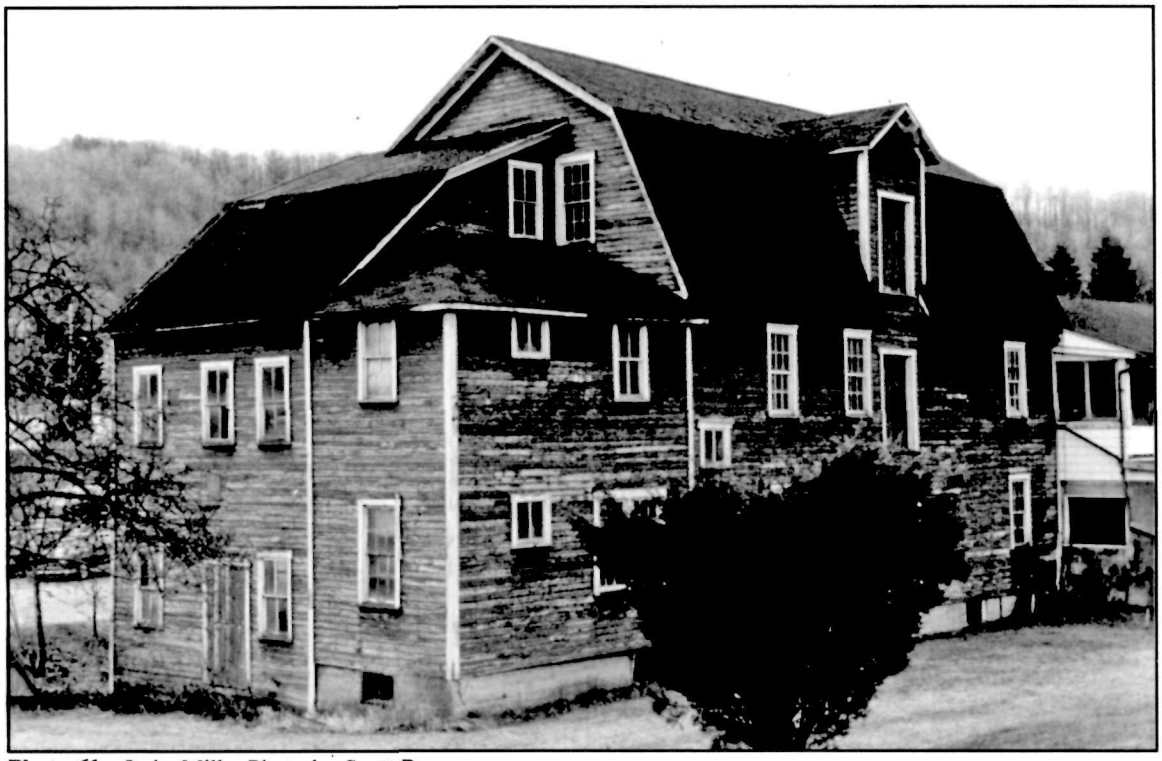

Photo 61. Lohr Mill. Photo by Scott Brown.

H.J. Lohr acquired the mill in 1920. In later years, J.W. Lohr was involved in the mill's operation; his sons, Harold and Ralph Lohr, continued the feed business and expanded into the hardware business. Due in part to competition from larger cooperatives, the feed mill was closed in the early 1950s. In 1970 the building was purchased by George W. Waters, and now houses Waters Hardware Store.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Davidsville Sesquicentennial Committee. Davidsville's 150th Anniversary, 1831-1981. Hooversville, PA: Ed's Printing, 1981.

Waters, George. Owner, Waters Hardware. Davidsville, PA. Telephone Interview, 1 July 1991.

Meyersdale Concrete Products Works

North and south sides of T 554
Borough of Meyersdale and Summit Township line

DESCRIPTION: The Meyersdale Concrete Products Works, presently Clapper's Building Materials, consists of the original portion on the south side of T 554 (11th Avenue) in Summit Township. This two-and-a-half-story structure that was built as a stable is abutted on the east, west, and south sides by newer buildings of rough-faced concrete block manufactured on site. On the east side is a one-story office and warehouse built around 1928, while to the east is a garage built around 1930. On

the west wall of the stable is a one-story steam curing room, built ca. 1935. To the west of the curing room is a two-story storage building, and to the south of the original stable is a two-story addition, ca. 1930, containing a contemporary concrete silo. To the south of the curing room is a tall, one-story structure built ca. 1935. To the east of these buildings is the founder's house, which is now owned by his son, the current president.

The first structure to be built on the north side of 11th Avenue was a 1939 two-and-a-half-story lumber shed measuring 100' x 60'. Abutting the north wall of this structure is a ca. 1949 planing mill also measuring 100' x 60'. Together, both portions form a structure with 24,000 square feet of space. Abutting the east wall of the planing mill is a late-1950s post-and-beam storage building for sand and gravel measuring 75' x 75'. All these structures are constructed of rough-faced concrete block manufactured on site. Against the east wall of the lumber shed is a ca. 1963 retail store. On the east side of this group of four connected structures are storage buildings, one of which is now used by Clapper Industries, producers of laminated tabletops.

Photo 62. Meyersdale Concrete Products Works. Photo by Scott Brown.

HISTORY: The origins of Clapper's Building Materials date to 1925, when Carl Clapper was planning to fill in a ditch near his house. Clapper made concrete blocks from a form in his stable, and when people became interested in his pipes, he began to sell them. With the success of the venture Clapper began to manufacture drain tiles, and then bought a concrete-block machine and began producing up to 100 blocks a day.

By 1928 the business had grown substantially. Naming his business the Meyersdale Concrete Products Works, Clapper supplied concrete pipe to the highway department and the Western Maryland Railway, among others. By the mid-1930s Clapper had acquired a stone crusher for sand and gravel, and was involved in the retail sales of building materials. Lumber was added to the product line in 1939, and a new structure was built on the north side of 11th Avenue. During the 1930s the primary business was in concrete products, with three people, most likely Carl Clapper and his two sons, Bob and Dale, making up the bulk of the work force. In 1946 Carl's sons officially became part of the business, a planing mill was added, and the company acquired its present name of Clapper's Building Materials. Dale Clapper opened a second location at the former Growall Planing Mill in Rockwood in 1957.

A fire in 1976 severely damaged the former lumbershed/planing mill structure. The roof was destroyed during the blaze, which was probably started through electrical problems. The concrete floor on the second level kept the fire somewhat contained. The roof and attic space were rebuilt at this time with wood truss members, whereas the original was a post and beam system. The company continues to manufacture concrete blocks in addition to the primary retail business. At present there are twenty-eight employees and 100,000 square feet of space including both locations.

Sources:

Clapper, Bob. President, Clapper's Building Materials and son of founder. Meyersdale, PA. Telephone Interview, 21 June 1991.

"Clapper's Building Materials, Inc. Celebrating Their 50th Anniversary," The Teller 7, no. 3 (June 1975), Published by National Bank of Western Pennsylvania.

Commonwealth of Pennsylvania, Department of Internal Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg, PA: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Internal Affairs. Ninth Industrial Directory of Pennsylvania, 1938. Harrisburg, PA: State Printer, 1938.

Historical and Genealogical Society of Somerset County. 'Mongst The Hills of Somerset. Paoli, PA: Taylor Publishing Company, 1980.

Wentworth, Fay. "Clapper's Name is Part of Meyersdale History," Meyersdale New Republic, 4 July 1991.

Meyersdale Manufacturing Company

Southeast corner; Chestnut Street and Lincoln Avenue — Construction Date: ca. 1900
Borough of Meyersdale

DESCRIPTION: The foundry of the Meyersdale Manufacturing Company is a one-and-a-half-story, side-gabled brick structure. The south wall is constructed of rough-faced concrete block. An addition once abutted this wall but was removed between 1904 and 1910. The original windows of the foundry were double-hung, two-over-two-light. On the west wall is evidence of another smaller addition. A building comprised of the former assembling and machine room and "Japan" room is presently used as the J. Bruce Phillips service station.

HISTORY: The Meyersdale Manufacturing Company foundry machine works, formerly known as the Tubular Lock and Saw Set Manufacturing Company, was founded in 1902. Levi Deal, H.G. Will, and E.G. Boyles were the primary promoters of this large business that made locks and castings. The manufactory was built on the site formerly occupied by the Cyclone Dust Collector

Works; in 1904 the company occupied four buildings at this location. A 1904 map identifies the four structures on the site as a "Foundry," an "Assembling and Machine Room," a "Japan Room," and an office and storage building. In 1905 the complex was severely damaged by fire. Along with the machinery, $6,000 worth of patterns were destroyed, and although the plant was rebuilt, the company never recovered. The manufactory's foundry remained active for several years, but by 1919 it was no longer in operation.

Photo 63. Meyersdale Manufacturing Company. Photo by Scott Brown.

Sources:

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.

Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1897, 1904, 1910, 1919, and 1930 editions.

Miller Machine Works

North side of T 317 near its intersection with T 402
.5 miles west of Springs
Elk Lick Township

Construction Date: 1894

DESCRIPTION: The former Miller Machine Works complex of structures is now occupied by Beiler Machine. The original 1894 structure is a hollow clay-tile building that has additions constructed

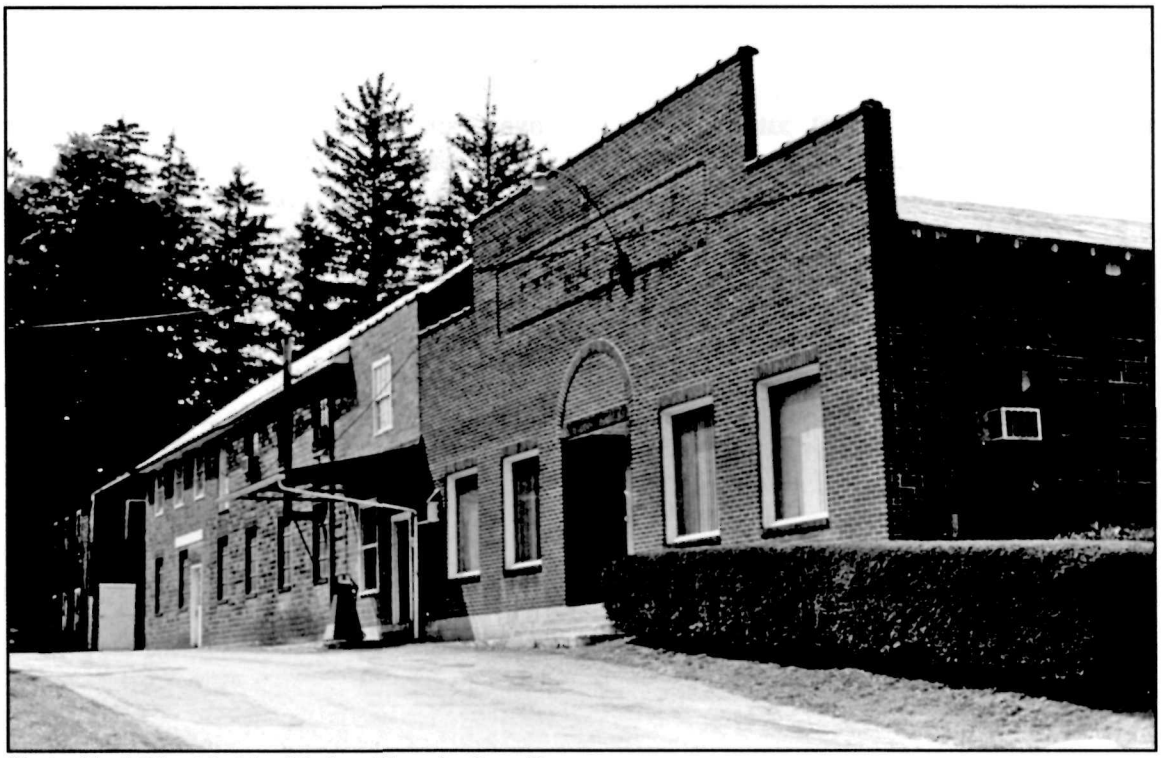

Photo 64. Miller Machine Works. Photo by Scott Brown.

of the same material. Inscribed in a concrete window sill on the wall of an addition is "1927." Behind the original portion is a series of structures that through later additions were formed into one long structure. One of the early structures was the blacksmith shop and foundry which still has forges, anvils, and various blacksmith tools inside. The most visually prominent structure of the complex, the blacksmith shop is constructed of brick on the facade and hollow clay tile on the exposed east side.

On the south side of T 317 across from the complex is the two-and-a-half-story residence of the Mennonite founder of the company, Gideon Miller. To the west of this house is the former home of Aaron Miller, his son.

HISTORY: Miller Machine Works was founded by Gideon Miller in 1894. The company first manufactured steam-powered traction engines (claimed to be the largest at the time) but this operation was moved to the Twentieth Century Building in Boynton. Miller Machine Works also manufactured and repaired mining machinery. From four employees in 1931, the company grew to as many as fifty-three workers in 1976, many of whom were third-generation employees. Over the years the company also manufactured equipment for the local lumber and maple sugar industries. Miller Machine Works ceased operations about 1983. In 1985 it changed ownership and became Beiler Machine & Tool Works, which primarily does machine work and repairs. In July 1990 the company became Beiler Machine.

Sources:
Beitzel, Dan. Springs, PA. Personal Interview, 16 July 1991.
"Miller Machine Works: Dynamic, Growing Firm." Somerset Daily American, 27 April 1976.
Salisbury Centennial Souvenir Book. Salisbury, PA: Salisbury Centennial Corporation, 1962.

Otto Brick and Tile Works

Southeast side of intersection, SR 669, SR 202, and T 323
.5 miles north of Springs
Elk Lick Township

Construction Date: 1902

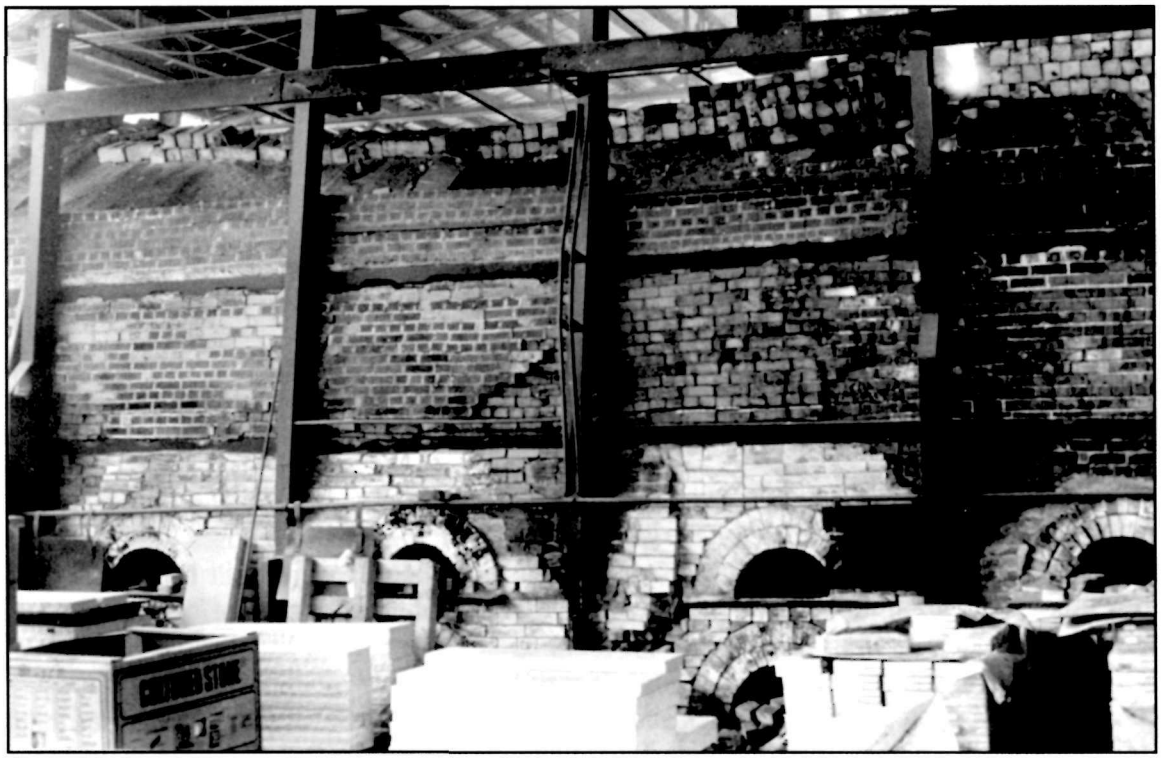

Photo 65. Otto Brick and Tile Works, kiln, ca. 1920s. Photo by Scott Brown.

DESCRIPTION: Otto Brick and Tile Works is a complex of several abutting structures that include an office constructed in the early 1960s, a mechanics' garage and several storage buildings. The open area between the complex and SR 202 is used for brick and tile storage. There is a small hollow clay-tile building in this area, which was the original office. The tallest structure is a clay storage building, constructed in the early 1950s. Later structures are brick, and all have metal gabled roofs. On the west side of the complex are two brick kilns. The original kiln, constructed in 1902, is round with reinforcing steel bands; the other is rectangular with vertical reinforcing steel beams and horizontal reinforcing steel bands, constructed in the 1920s. Both kilns are underneath a tall gabled-roof canopy structure constructed in the 1950s.

Photo 66. D.D. Otto house. Photo by Scott Brown.

On the north side of SR 2002 across from the site are three brick houses. The largest was built around 1905 for the company founder, D.D. Otto. The other two smaller houses were constructed shortly after and were occupied by Otto's sons. Eight more houses were built between 1930 and 1950 for other Otto children and grandchildren in the immediate vicinity of the company. All are constructed of brick from the site.

HISTORY: D.D. Otto founded Otto Brick and Tile Works in 1902. Several brick factories that had been operating in the southern part of Somerset County during the 1890s had closed their doors by 1900, and friends of Otto urged him to open a new brick plant near Springs. After finding that the clay on his farm was of sufficient quality, Otto purchased brick-making machinery from brothers Joe and John Knecht, and by 1903 Otto Brick and Tile Works was fully operational.

Initially all clay used at the plant was mined by pick and shovel. Molded bricks and tiles were placed on pallets to dry, a process that could take as long as two weeks. The process of firing the wares was also fairly imprecise. No instruments were available to accurately measure temperatures inside the kilns, and as a result kilns were often overburned. In 1912 the installation of modern machinery, including a dryer kiln system, allowed the plant to produce higher-quality brick and tile.

In 1915 Otto Brick and Tile began producing tile silos, and for the next thirty years hundreds were erected in the region, some as far away as Delaware. In 1928 Roy and Walter Otto joined in partnership with their father and for several years the company operated under the name D.D. Otto

and Sons. Between 1942 and 1954 the plant was enlarged and improved; modern facilities enabled the factory to run year-round. After the senior Otto's retirement in 1945 his sons continued as partners in the business, once again known as Otto Brick and Tile Works.

In 1950 the plant stopped manufacturing tile silos and began to concentrate almost exclusively on the production of brick, the product for which there was the greatest demand. In 1962 the plant had a capacity of 250,000 standard bricks per month. The business was incorporated in 1964. In 1979 the plant stopped manufacturing and subsequently has operated as a distributor, handling brick from other manufacturers, as well as stone, masonry tools and supplies, ceramic tile, flue lining, fireplace equipment, drainage pipe, and marble. Otto Brick and Tile Works remains in the Otto family and today usually employs ten people.

Sources:

Commonwealth of Pennsylvania, Department of Internal Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg, PA: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Internal Affairs. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg, PA: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Internal Affairs. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg, PA: State Printer, 1941.

Historical and Genealogical Society of Somerset County. 'Mongst the Hills of Somerset. Paoli, PA: Taylor Publishing Company, 1980.

Otto, Margi. Employee, Otto Brick and Tile Works. Telephone Interview, 16 July 1991.

Salisbury Centennial Souvenir Book. Salisbury, PA: Meyersdale Printing and Publishing Company, 1962.

Phillips-Jones Corporation: Boswell Plant

Southeast corner of Atkinson Way and Ohio Street
Borough of Boswell

DESCRIPTION: The former Phillips-Jones Corporation plant in Boswell is presently vacant and for sale. The one-story brick structure has large multi-light windows with brick pilasters in between. As originally constructed there was an office near the northwest corner inside the building. Also on the interior a wood truss roof rests on wood posts.

HISTORY: Phillips-Jones Corporation, a shirt manufacturer headquartered in New York City, built the Boswell plant about 1930. By 1935 the plants in Boswell and Meyersdale together employed 548 workers. A large number of the workers at the Boswell plant were women, probably wives and daughters of the men that worked in the mines. By 1938 Phillips-Jones operated only the Boswell plant, and the Meyersdale plant became the Meyersdale Shirt Company. The Boswell plant was out of business by 1941.

Sources:

Commonwealth of Pennsylvania, Department of Internal Affairs. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Internal Affairs. Ninth Industrial Directory of Pennsylvania, 1938. Harrisburg: State Printer, 1938.

Commonwealth of Pennsylvania, Department of Internal Affairs. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
Sanborn Map Company. Boswell, Pennsylvania. New York: Sanborn Map Company, 1930.

Photo 67. Philipps-Jones Corporation, Boswell plant. Photo by Scott Brown.

Phillips-Jones Corporation: Meyersdale Factory

Southeast corner of Grant and Dale Streets
Borough of Meyersdale

Construction Date: 1928

DESCRIPTION: Presently occupied by the Meyersdale Manufacturing Company, this structure consists of two brick sections. The north portion is banked and two stories in height, whereas the south portions are one story high. Windows throughout the structure are multi-light casement. A brick chimney abuts the east wall.

HISTORY: This structure was built in 1928 to house the New York-based Phillips-Jones Corporation's Meyersdale shirt factory. To finance its construction, over $30,000 was raised by popular subscription in the Meyersdale community. The rear one-story portion of the building was completed by 1931. The funds raised for construction were returned to the original contributors or their heirs around 1958, when the building was sold to Herman D. Baskind of the H.D. Baskind Co. At that time the factory began to operate as the Meyersdale Manufacturing Company. The parent company has changed twice since the time of Baskind's ownership, but the factory has continued to manufacture clothing. Currently, men's and women's uniforms, in addition to shirts, are produced in the building.

Sources:
Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Commonwealth of Pennsylvania, Department of Internal Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg, PA: State Printer, 1931.
Commonwealth of Pennsylvania, Department of Internal Affairs. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg, PA: State Printer, 1935.
Hauger, Esther. Meyersdale Manufacturing Company. Meyersdale, PA. Telephone Interview, 22 July 1991.
Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1930.
Tribune-Democrat (Johnstown), 19 April 1931.

Ream Mill

Northwest corner of SR 3003 in Draketown
Lower Turkeyfoot Township

Construction Date: 1819

DESCRIPTION: Located on the north side of Drake Run, the site is heavily overgrown and the mill's stone foundation is all that remains. The foundation is banked on the north side (where the race entered) and the wheel pit is discernable. The north foundation wall appears to have been reinforced with concrete. The mill pond has been converted for use as a reservoir by the Citizens Water Company. Just below the present concrete dam are stone remains most likely associated with the mill.

HISTORY: A succession of mills was built on this site, beginning with a ca. 1787 mill built by Oliver Drake, founder of Draketown. A new mill replaced this one in 1812, and when it burned Oliver Drake's son, Jonathan, built the Ream Mill in 1819 for Thomas Ream. The mill was operated for many years by Ream and by his son Thomas, Jr. A saw mill was established to the north, and the Ream residence stood across SR 3003. There were once five overshot water wheels on the hill between the dam and mill. In 1904 the Citizens Water Company was created, and it is likely that the Ream Mill ceased operations then. See Citizens Water Company Reservoir.

Sources:
Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Company, 1876.
Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.

Ringer Lime Kiln

North side of Christner Hollow Road
Addison Township

Construction Date: ca. 1880

DESCRIPTION: Ringer Lime Kiln is the best preserved example of its type in the county. It is a banked stone structure with a brick interior and brick arch. One corner has severely deteriorated. As is typical of lime kilns, its arch faces south to avoid northern winds that could cause uncontrolled, accelerated combustion. To the east of the kiln is the concrete foundation of a lime shed, and beyond that is a two-and-a-half-story side-gabled house. On the hillside to the north of the kiln is an abandoned coal mine.

HISTORY: The Ringer Lime Kiln was established as early as 1880 by Samuel and Norman Ringer to produce lime fertilizer for fields. The fact that this kiln was fueled by coal rather than wood, and that fire brick was used in the kiln's construction, indicates that this is a later style of lime kiln. It was last used by Isaac Maust during the 1930s.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Savage Fire Brick Company: Keystone Junction Brickyard

Both sides of SR 2006; east of Glade City — Construction Date: 1871
Summit Township

DESCRIPTION: Situated close to the north side of SR 2006 are three houses probably built by the Savage Fire Brick Company. One is front-gabled while the other two are side-gabled. All are two-and-a-half stories and sheathed in contemporary siding. Located on the south side of SR 2006, the site of the brick plant and kiln is wooded and overgrown. It appears that there are no remains.

HISTORY: The Savage Fire Brick Company, once considered the most prominent non-coal related business in the county, constructed a brickyard on this site in 1871. The company was founded by James, John, and J.M. Porter, all of West Virginia, John J. Hoblitzell of Meyersdale, Nelson Bell of Maryland, and W.D. Porter of Pittsburgh. The company later established plants at Williams' Station and in Hyndman, Bedford County. The site was leased from the Keystone Coal and Manufacturing Company, which established the town as a connection for its narrow-gauge railroad with the Baltimore and Ohio Railroad.

Although the primary product was fire brick, the company also made building and paving brick. In 1876 the village of Keystone Junction included the Keystone Coal and Manufacturing Company's facilities, the Savage Fire Brick Company's main plant, a carpenter shop and blacksmith shop, a railroad depot and a post office. On the north side of the present SR 2006 company houses were laid out on several streets named after Savage Fire Brick Company founders.

By 1884 the company was using the railroad to ship bricks all over the country. With 350 employees, the company could produce 15 million bricks a year from a site that included a main building, two annexes, and five kilns. John Hoblitzell and his two sons acquired full control of the company in 1893. A fire five years later destroyed the plant but it was immediately replaced with a 28,000 square foot facility. The Hoblitzells' ownership of the company came to an end in 1902 when Johnstown and Pittsburgh interests bought the company (including the Williams' Station and Hyndman sites.) A coal mine was operated at the Keystone Junction site to provide fuel for steam. In 1910 nine workers extracted approximately 6,000 tons of coal from the drift mine. Brickmaking permanently ceased at Keystone Junction in 1913 after a devastating fire.

Sources:
Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Company, 1876.

Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 Vols. New York: Lewis Publishing Company, 1906.

Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.

Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II -- Bituminous, 1910. Harrisburg: C. E. Aughinbaugh, State Printer, 1911.

Waterman, Watkins & Company. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Company, 1884.

Savage Fire Brick Company: Williams' Station Brickyard

1.5 miles southeast of Fairhope
Fairhope Township

Construction Date: 1892

DESCRIPTION: The remains of the Williams' Station plant of the Savage Fire Brick Company include four, square brick smokestacks and several deteriorated brick kilns. The site, which is in a deep ravine of Wills Creek that faces the Baltimore and Ohio Railroad, also contains many stone and brick foundations and a scattering of bricks imprinted with "Allegheny," "North Savage," and "Maxwell." To the north on the hillside above the site is the grade of a tramway and two abandoned clay mines.

HISTORY: The Savage Fire Brick Company built a brick yard at this site in 1892. The village of Williams' Station once included a railroad depot, post office, school, church, and workers' houses. By 1906 the plant covered 8,000 square feet. A silica quartz quarry and the primary clay mines for the company were also located here. In 1910 the operation was purchased by W. Herbert Rose & Sons and by 1922 there were twenty-two employees. Operations ceased in the 1930s and most of the structures have been razed.

Sources:

Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 Vols. Lewis Publishing Company, 1906

Bureau for Historic Preservation, Pennsylvania Historical and Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Cassady, John C. The Somerset County Outline. Scottdale, Pennsylvania: Mennonite Publishing House, 1932.

Waterman, Watkins & Company. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins, & Company, 1884.

Shade Furnace

North of Rockingham
Shade Township

Construction Date: 1807

DESCRIPTION: Shade Furnace, presently owned by the Historical and Genealogical Society of Somerset County, is constructed of dry laid stone. The top of the structure, which originally stood 30' high, is somewhat deteriorated. The 8' high tuyere arch faces to the west. The race from Dark Shade Creek is still visible, as is the water wheel pit on the west side of the furnace. Remains of several stone foundations exist in the nearby woods as well as iron ore pits. The top of the dry-laid stone furnace is deteriorated. The race is still somewhat visible.

HISTORY: Constructed by Gearhart and Reynolds, Shade Furnace was operated by the Shade Furnace Company and was the first furnace in Somerset County. It was in operation from 1807 until 1858. The site once included a foundry, a grist mill (built by the Shade Furnace Company in 1822), a blacksmith shop, a casting house, and a forge that manufactured stoves and cookware out of the furnace iron. This forge was located north of the furnace. The site provided all the necessary ingredients for the production of iron. Iron ore was abundant on the hillsides, the woods provided ample charcoal, Dark Shade Creek was a reliable nearby source of water, and ample limestone was available for flux. However, the site was relatively isolated and lacked a reliable transportation system. Pig-iron production at the furnace was twenty-five tons in 1838 and in 1855, three years before it closed, the facility produced as much as 400 tons. The property surrounding the furnace was gradually sold off, but the five acres that included the furnace were donated to the Historical and Genealogical Society of Somerset County.

Photo 68. Shade Furnace race. Photo by Jet Lowe.

Sources:

Baldwin, Leroy N. Two Hundred Years in Shade Township, Somerset County, Pennsylvania: 1762-1962.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, 1859.

"Shade Furnace in Operation in 1809," Laurel Messenger, May 1965.

Sharp, Myron B. and William H. Thomas. A Guide to the Old Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Photo 69. Shade Furnace. Photo by Jet Lowe.

Shultz Distillery

4.75 miles south of Berlin
Brothers Valley Township

Construction Date: ca. 1830

DESCRIPTION: This complex of distillery buildings is in a dilapidated condition, and the foundations are all that remain of several buildings. The most prominent structure, and the only one still in use, is a hollow clay-tile building with adjacent smokestack that was built around 1940. This structure, located on the west side of SR 160, is presently occupied by "Distillery Storage Potatoes." Just to the south of this facility are foundations of early buildings and a hollow clay-tile grain silo. On the east side of SR 160 is a large windowless wooden building. To the north of that is a two-and-a-half-story wood clapboard residence, in dilapidated condition. To the north of the house are several abutting cinder-block and hollow clay-tile walls. Several vats are extant within these walls.

HISTORY: Records indicate that a man named Baer built a distillery on this site as early as 1830; S.J. Baer's distillery and residence appear at this location on the 1876 atlas. The tract was later purchased by Shultz, who owned and operated the business into the early 1900s. Subsequent owners included Minor and Hawking, but the name "Shultz Distillery" was apparently retained during their ownership. Shultz, Minor, and Hawking all worked to improve and refine the distilling process and the Shultz Distillery did a brisk business, providing the area's coal miners and railroad workers with locally produced whiskey.

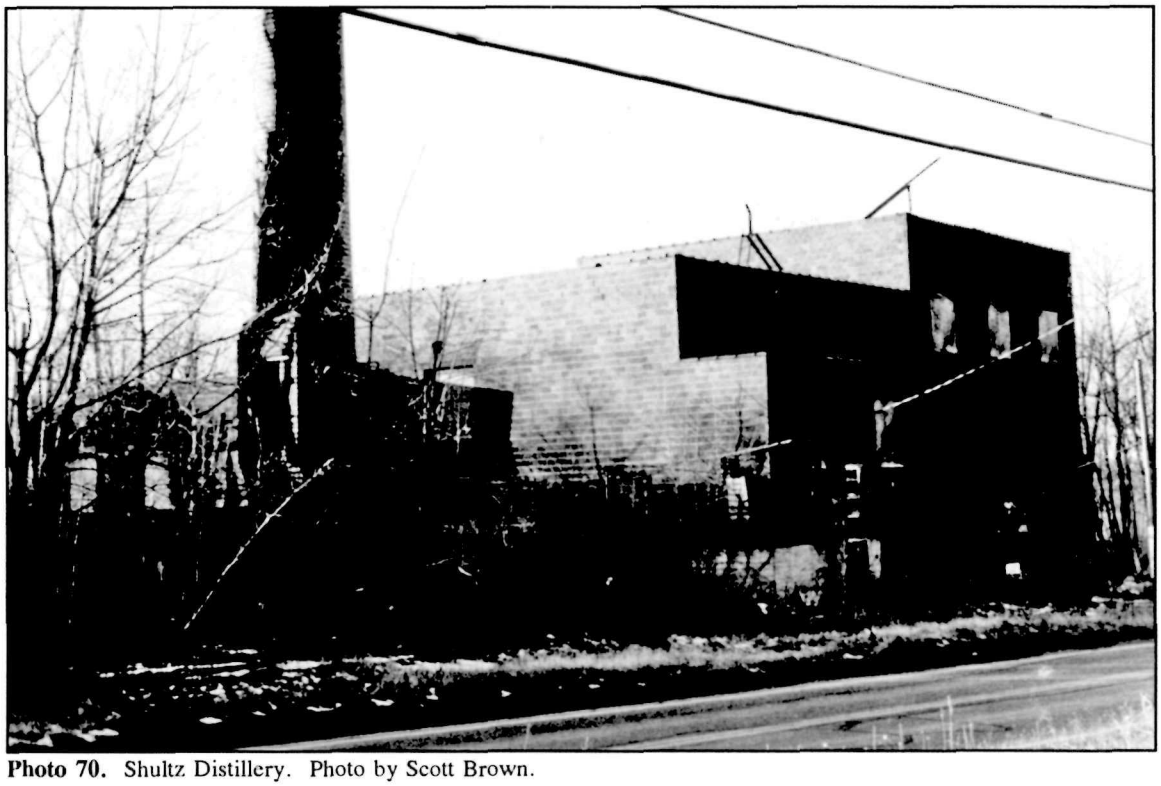

Photo 70. Shultz Distillery. Photo by Scott Brown.

The distillery was still operating under the Shultz name in 1919 when production was halted by prohibition. Following the repeal of prohibition in 1933, Frantz Distilleries of Pittsburgh purchased the site and activity at the plant resumed. During World War II the production of whiskey was suspended and the facility was used to process the alcohol needed to produce methyl rubber. At this time the complex was enlarged, standard tubing replaced the wooden pipeline, a cooling system was added, and a grain storage tower was constructed. The distillery also added to its production list yeast, syrup, cattle feed, and potato flour. According to one history "trainloads of potatoes were brought in from across the county and parked at every railroad siding in the area." After the war, potato flour produced by the distillery was sent to Germany at the rate of 30,000 pounds a day. Frantz Distillery was one of Somerset County's largest employers in 1946, when part of the plant was destroyed by fire. Mr. Frantz died in 1950 and the distillery closed in 1952. The building is now used as a produce market and storehouse.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

Berlin Area Historical Society. The Berlin Area, 1777-1977. Berlin, PA: 1977.

Commonwealth of Pennsylvania. Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg, PA: State Printer, 1920.

Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner & Lehman, 1985.

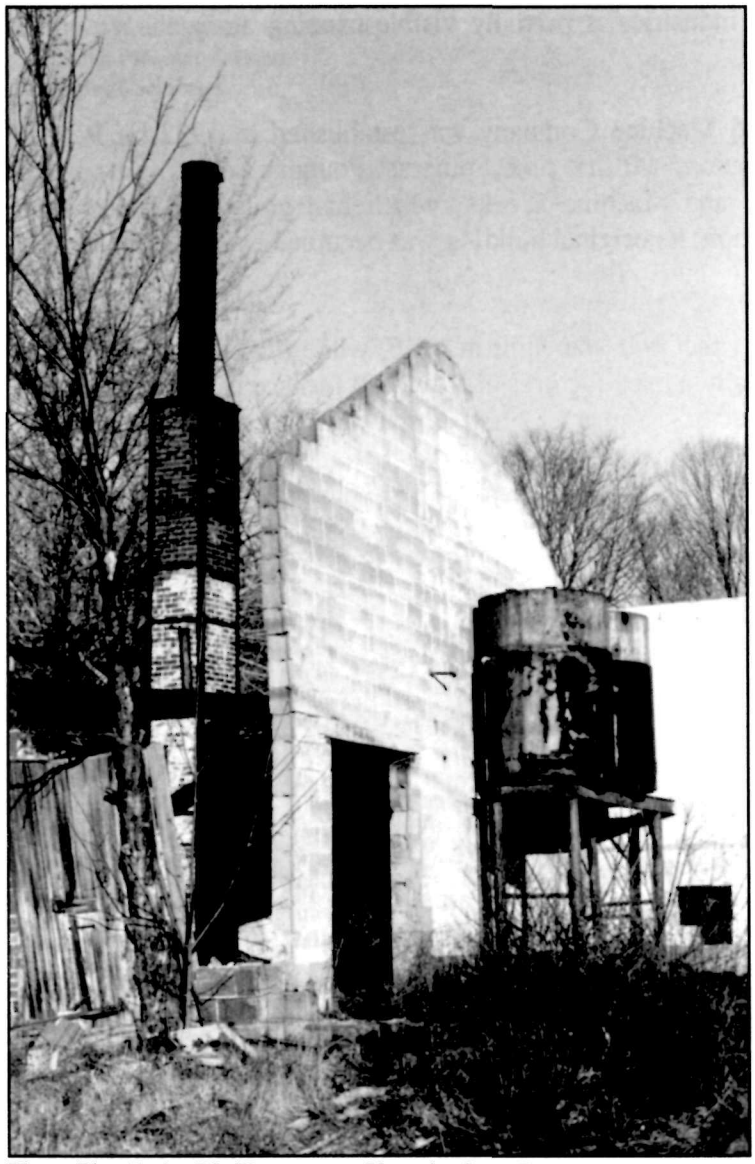

Photo 71. Shultz Distillery, vats. Photo by Scott Brown.

Somerset Door and Column Company

East side of Edgewood Drive,
south of Cannel Drive
Somerset Borough
Construction Date: 1905

DESCRIPTION: The original brick building is now surrounded by contemporary structures, but the interior is intact.

HISTORY: The Somerset Door and Column Company, a manufacturer of "first class built-up Colonial Columns," was incorporated in 1905. In 1912 the plant consisted of a brick building measuring 170' x 70', several storage sheds, and a sizable lumber yard nearby. At this time the company employed between twenty and thirty men and was one of the area's best known industries.

Sources:

Cleaver, Wilbur, ed. The Industrial Edition of the Somerset Democrat. 27 November 1912.

Somerset Foundry and Machine Company

809 South Edgewood Avenue
Somerset Township

Construction Date: 1946

DESCRIPTION: The Somerset Foundry and Machine Company consists of three, one-story sections abutting each other, with the original portion lower than the subsequent additions. The oldest section is of brick construction with double-hung two-over-two-light windows. The two larger additions are of concrete block construction with multi-light casement windows. Next to the west wall facing South Edgewood Avenue are several large metal structures--possibly sand tipples. A railroad siding that once served this and other nearby industries is partially visible running along the west wall

that once served this and other nearby industries is partially visible running along the west wall parallel to South Edgewood Avenue.

HISTORY: The Somerset Foundry and Machine Company was established in 1932 by William Lloyd one block north of its present location. At that time Somerset Foundry bought out much of the equipment of the Somerset Garage and Machine Works, which had gone bankrupt. After Somerset Foundry moved to its new location, its original building was occupied by Maust Excavating Company.

The brick portion of Somerset Foundry's facilities was built in 1946, while the two concrete block additions were built in the 1950s. Originally a manufacturer of stove and furnace castings, municipal castings, mining cars, and weights for tractors, Somerset Foundry expanded its product line in later years to include castings for generators and printing machinery. After founder William Lloyd retired, his sons William and Eugene took over the company. The company was sold in the mid-1960s.

Sources:
Lloyd, Eugene. Somerset, PA. Telephone Interview, 24 April 1993.
Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1887, 1892, 1897, 1904, 1910, 1917, 1924, and 1930 editions.

Somerset Furnace

Behind house near southwest corner of SR 985 and SR 4027 in Forwardstown
Jenner Township

Construction Date: 1847

DESCRIPTION: Somerset Furnace is in ruins, with only a small portion of its stack surviving. Several slag piles are to be found at the site. The barn and farmhouse that stand in front of the furnace remains were probably built after the furnace ceased operations.

HISTORY: Somerset furnace was a cold-blast charcoal furnace built in 1847 by Huber, Linton, and Myers. After only a few years of operations the furnace was out of blast, but by 1859 the furnace was once again operating under the ownership of Hanna and Dyer. Ore for the furnace was obtained from three nearby mines. With a stack 32' high the furnace was a prominent landmark on the old Somerset and Johnstown Pike (now SR 985) and at Forwardstown, a nearby village named after former furnace owner G. Ross Forward. By 1876 the furnace was no longer in operation. As late as 1966 a log structure that once served as the furnace office was extant on the site.

Sources:
Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States with Discussions of Iron. New York: John Wiley, Publisher, 1859.
Sharp, Myron B., and William H. Thomas. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Somerset Lumber Company

329 South Pleasant Avenue
Borough of Somerset

Construction Date: 1903

Photo 72. Somerset Lumber Company. Photo by Scott Brown.

DESCRIPTION: Structures built by the Somerset Lumber Company include a two-story brick warehouse, a one-story brick planing mill, and a clapboard lumber shed. This site is presently occupied by Singo & Sons Feed. The west wall of the warehouse has been severely altered. The planing mill is now used for storage and several contemporary structures are extant on the site. Rails from a spur which ran beside the site are partially exposed.

HISTORY: Beginning operations in 1903, Somerset Lumber supplied building materials for numerous construction projects, particularly churches, throughout Somerset as well as Cambria, Westmoreland, and Fayette Counties. By 1924 the extant planing mill had been built on the north side of an earlier structure and a heating plant was erected between the two by 1930. Somerset Lumber was finally overwhelmed by competition from other companies and closed about 1980. The site was vacant until Singo & Sons Feed acquired it in 1984.

Sources:

Blackburn, E. Howard and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 Vols. New York: Lewis Publishing Company, 1906.

Cleaver, Wilbur F., ed. "The Industrial Edition of the Somerset Democrat," 59, no. 20 (27 November 1912).

Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1917, 1920, 1924, and 1930 editions.

Singo, Brenda. Somerset, PA. Telephone Interview, 27 July 1992.

Somerset Roller Mills

302 Stoystown Road
Somerset Township

Construction Date: 1904

Photo 73. Somerset Roller Mills. Photo by Scott Brown.

DESCRIPTION: The Somerset Roller Mills building is a three-and-a-half-story, gable-roof structure sheathed in aluminum siding. Some of the original two-over-two-light, double-hung windows remain. Contemporary grain storage bins and machinery stand adjacent to the mill.

HISTORY: George Ferner constructed this mill in 1904. C.M. Williams and William G. Ogline took over operations seven years later. Also known as the Ogline Grist Mill, this facility was originally steam-powered and produced flour from spring and winter wheat, cornmeal, buckwheat flour, and feeds. All of the original machinery on the inside of the mill was removed in 1950. Since then the sole business has been animal feed. A short rail spur that connected the mill to the Somerset and Cambria Branch of the Baltimore and Ohio Railroad was removed about 1990. Somerset Roller Mills continues to prosper under the ownership of Robert Ogline, the grandson of William Ogline.

Sources:

Cleaver, Wilbur F., ed. "The Industrial Edition of the Somerset Democrat," 59, no. 20 (27 November 1912).
Ogline, Robert. Somerset, PA. Telephone Interview, 27 July 1992.
Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1910, 1917, 1924, and 1930 editions.

H.H. Stahl Distillery

Northwest corner of Keystone and Walnut Streets
Borough of Meyersdale

Construction Date: ca. 1894

DESCRIPTION: Until recently, the site of the former H.H. Stahl Distillery was used as a small grocery store. It is presently unoccupied. The structure consists of a three-and-a-half-story portion with a gable on the front measuring 38' x 24' and a three-story, shed-roof addition on the rear constructed sometime after 1894. Just to the west of this structure is a stone and concrete foundation of another structure that once abutted the former distillery.

A two-story, front-gabled, bonded whiskey warehouse covered in asphaltic siding stands to the west of the distillery. This structure, measuring 74' x 38', originally had a 250-barrel capacity.

Photo 74. H.H. Stahl Distillery. Photo by Scott Brown.

HISTORY: In 1894 the distillery had a cistern room abutting the west wall. The operation was run only four months of the year, producing rye whiskey at an average yield of about four gallons per bushel. At that time the street was named River Avenue but by 1904 it had acquired its present name. Buhl and Gatesman purchased this distillery from H.H. Stahl in 1903. In 1904 the complex consisted of a wagon shed, warehouse, hog shed and whiskey distillery. By 1910 the distillery was steam powered and fueled by coal, and was processing sweet mash and rye whiskey and operating four months out of the year. The distillery was closed in 1919, one year before the advent of national prohibition.

Sources:

Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.

Sanborn Insurance Company. Meyersdale, Pennsylvania. New York: Sanborn Insurance Company, 1904, 1910, and 1919 editions.

Sanborn's Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey and New York. New York: Sanborn-Perris Map Company Limited, 1894.

Stanton's Grist Mill

East side of Niverton Road in Niverton
Elk Lick Township

Construction Date: 1898

DESCRIPTION: The stone foundation of Stanton's Grist Mill has been incorporated into a garden, and much of the foundation is now lawn. Across the road is the miller's residence.

HISTORY: Eli Stanton built this mill and the house across the road in 1898. His son Howard operated the mill. No doubt this mill was an important part of the small coal company town of Niverton. Prior to being destroyed by fire in the early 1920s, the mill had been used for a store and for apartments.

Sources:

Miller, Claude. "Niverton-Boomtown," The Casselman Chronicle (publication of The Springs Historical Society of the Casselman Valley) 5, nos. 3 and 4 (Fall and Winter, 1965).

E.S. Thomas Flour Mill

West side of SR 985
Conemaugh Township

Construction Date: 1900

DESCRIPTION: The Thomas Feed Mill is a three-and-a-half-story structure situated directly on the edge of SR 985. The building contains a gable roof and two-over-two-light double-hung windows. On the south wall there is a one-story projecting roof over a loading dock and a metal structure housing the office. Feed tipples and feed silos abut the north and west walls.

HISTORY: The Thomas family has owned and operated a mill on this site since 1836, when John Thomas built a dam and mill race and began operating a grist mill. The mill passed to his son Moses Thomas, who along with his son Levi used it both as a grist mill and as a planing mill. Moses and Levi Thomas also owned a shingle-making machine that provided the nearby company towns of Boswell and Jerome with much of the siding and shingles used in their construction. The original mill burned in 1899 and was rebuilt in 1900.

Levi's son Emaniah, who was known as "E.S.," was the next owner of the mill. In 1920 the construction of Somerset Pike threatened the mill race but the Department of Transportation agreed to build a bridge to accommodate both the mill race and the dam. Emaniah's son Merle was the next mill operator, and today the mill is operated by Merle's son Dan Thomas.

Photo 75. E.S. Thomas Flour Mill. Photo by Scott Brown.

The mill's 15-foot turbine was removed sometime after World War II. The race was covered in the mid-1950s. Currently, the Thomas Feed Mill is primarily engaged in the sale of pet foods, lawn and garden supplies, and commercial feeds.

Source:
Thomas, Daniel. Owner and operator, Thomas Feed Mill. Thomas Mills, PA. Telephone Interview, 3 July 1991.

Troutman Grist mill

South side of SR 2020
1.5 miles northwest of Fairhope
Fairhope Township

Construction Date: ca. 1866

DESCRIPTION: The Troutman Mill is the only extant log grist mill in the county still on its original site. Measuring 20' x 16', the two-and-a-half-story structure has a stone foundation and double-hung, six-over-six-light windows. The site also includes a log house and barn. The mill race came from nearby Brush Creek. On the south side of the mill are the remains of the wheel pit. The west wall has no openings, while the roof apex on the east wall shows evidence of a grain hoist.

HISTORY: Solomon Troutman is the earliest known miller associated with this site. He acquired the land in 1866 from George Flickinger, a local justice of the peace and owner of the tract since

1843. Shortly thereafter, Troutman began operating his grist mill, grinding wheat into flour for local patrons. Chestnut shingles were also manufactured at the mill.

Sources:

Berlin Area Historical Society. The Berlin Area, 1777-1977. Berlin, PA: 1977.

Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner, Lehman & Kendall, 1986.

Twentieth Century Manufacturing Company

Village of Boynton
Elk Lick Township

Construction Date: ca. 1900

DESCRIPTION: Pittsburgh Nipple Works presently occupies the former Twentieth Century Building, a brick, concrete and steel structure with panes of glass comprising much of the wall surfaces. The most prominent feature is the raised center portion with windows allowing additional light inside. The structure has concrete block additions on the south and east walls. A brick chimney abuts the east wall.

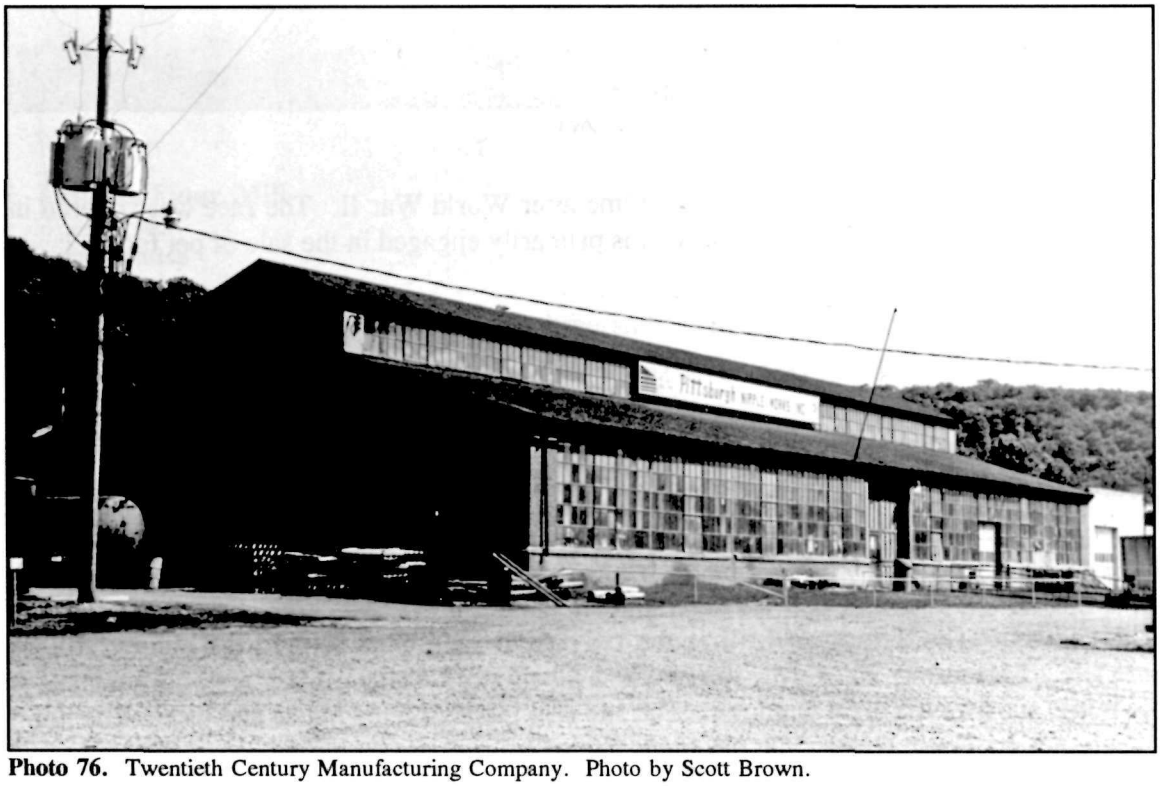

Photo 76. Twentieth Century Manufacturing Company. Photo by Scott Brown.

HISTORY: The Twentieth Century Building was built in the early 1900s, and enlarged in 1913 to serve as the plant for the Twentieth Century Manufacturing Company. This producer of machinery, traction engines, cars, and parts was formed by the merger of the Improved Traction Company of

Elk Lick, Pennsylvania, and the Champion Thresher Company, formerly of Orville, Ohio. A company catalog invites "close inspection of our 20th Century Traction, Road Roller, and Portable Engines," and "20th Century-Champion Grain Separators." Twentieth Century further guaranteed that the company possessed "the exclusive rights for the many patented improvements as herein stated." Some of the improvements included V-shaped cleats, an all-steel compensating gear, and all-steel gearing. The catalog also contains written testimonials from satisfied users of Twentieth Century Engines.

During World War I, John Wagner built mining cars in this building, which at the time also housed a lumber mill. In 1922 the company had twelve employees; by 1925 the number of employees had dropped to four. A distinct shift occurred in the company's focus in 1928, when Twentieth Century Manufacturing Company became a producer of lumber and planing mill products. The company quit operating about 1940.

Sources:
Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.
Commonwealth of Pennsylvania, Department of Internal Affairs. Fifth Industrial Directory of Pennsylvania, 1925. Harrisburg, PA: State Printer, 1925.
Commonwealth of Pennsylvania, Department of Internal Affairs. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg, PA: State Printer, 1935.
Commonwealth of Pennsylvania, Department of Internal Affairs. Ninth Industrial Directory of Pennsylvania, 1938. Harrisburg, PA: State Printer, 1938.
Salisbury Centennial Souvenir Book. Salisbury, PA: Meyersdale Printing and Publishing Company, 1962.

H.W. Walker & Company

1019 North Center Street (SR 601) Construction Date: 1924
Borough of Somerset

DESCRIPTION: The previous site of H.W. Walker & Company, now occupied by Mayfair Creamery, was actually the fourth location for the Walker company. The site includes the original building, which is a two-story brick structure with casement windows, abutted by several brick and concrete-block additions. On top of this facility as well as abutting it are several storage tanks. To the south of this plant is a two-story Art Moderne-style brick structure with a limestone facade. The facade has plate-glass windows as well as glass blocks. A limestone tower on the facade bears the name "Berkey's" in vertically laid letters, while "Dairy Products" and "Lockers" appear on the facade itself.

HISTORY: H.W. Walker & Company is the county's oldest and most prominent dairy. It was key in establishing the prominence of the dairy industry in Somerset County. Hiram W. Walker and his brother Alvin began making butter at a creamery on their farm north of Somerset in 1890. Later they began manufacturing ice cream as well, and brought it into Somerset to sell. Alvin died in 1897 but four years later Hiram W. Walker joined G.A. Darr and W.W. Gustin in founding H.W. Walker & Company. The company's first Somerset facility was in a frame building at 233 West Main Street. Their specialty was Walker's Ice Cream, which was shipped via the Baltimore and Ohio

Street. Their specialty was Walker's Ice Cream, which was shipped via the Baltimore and Ohio Railroad throughout the region. The company had innovative equipment, including a cream separator and a steam-powered ice-cream freezer.

Outgrowing this space after only a decade, a new brick three-story building was erected to replace the earlier one in 1911. Designed by local architects Walker & Mong, the building housed the company's manufacturing facilities in the rear of the first floor while the front was used as an ice-cream parlor and soda fountain as well as a small grocery store. The floors above the facility were used for apartments. This building is presently occupied by the Somerset Candy Company.

By 1924 H.W. Walker & Company had again outgrown its space and the building at the present site was constructed. The mechanical refrigerator had been invented only the year before and the company was able to phase out the need for block ice at its new plant. It was during this period that L.C. Berkey became a partner in the company. He assumed total ownership during the 1930s and renamed it the Berkey Milk Company. Ice cream and popsicles continued to be manufactured under the Walker name. The Berkey locker plant was built about 1944 as a butcher shop and for retail meat lockers. The front of the building was used as an ice-cream parlor.

Sometime prior to 1962 the company stopped making ice cream and popsicles. That year Mayfair Creamery began leasing the facility from Berkey, manufacturing butter in areas of the building previously used for ice cream and popsicles. During the 1960s and 1970s several major food companies owned and operated the facility. As late as 1976 aluminum tumble churns were replaced with more modern continuous churns. In 1986 the locker plant closed. The present owner has returned the Mayfair Creamery name to the operation, which currently manufactures butter and condensed milk.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.
Cleaver, Wilbur F. "The Industrial Edition of the Somerset Democrat," 27 November 1912.
'Mongst the Hills of Somerset. Somerset, PA: The Historical and Genealogical Society of Somerset County, Inc., 1980.
Pickert, David. Somerset, PA. Telephone Interview, 12 August 1992.
Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1930.

Wellersburg Furnace

800 feet from intersection with Route 160 — Construction Date: 1855
Wellersburg Borough

DESCRIPTION: Only the cut stone interior of the Wellersburg Furnace is extant. Standing 15' high and 18' wide at the widest part, the remains of the furnace are found in a densely overgrown bank next to what is now Fireman's Park. A portion of the top has been removed and a corrugated roof added--work that was likely done when the furnace was converted to a chicken coop. It no longer serves this purpose. Several doors have been cut into the side of the banked structure (one even has wood jambs) and a wood floor has been added, creating two levels. On the south side of

Photo 77. Wellersburg Furnace. Photo by Scott Brown.

the furnace stood a blacksmith shop and a coal house. There was an inclined plane and a network of railroad tracks from the nearby coal and ore mines to the banked side of the furnace and the Cumberland Railroad. The Union Coal and Iron Company also built many company houses in Wellersburg, several of which remain. There were at least two superintendents' houses and many more lots were laid out than were built upon.

HISTORY: The Wellersburg Furnace was built in 1855 by the Union Iron and Coal Company to smelt the iron ore that was mined in Savage Mountain, 4 miles away. At the time of its construction, the furnace was 14' across the bosh and 45' high, and the blast engine's wheel was 15' in diameter. It had a capacity of approximately 300 tons of iron per month, and at one time employed 200 workers.

The economic impact of the furnace on the surrounding area was tremendous. Wellersburg Borough was incorporated in 1856, and a branch railroad was constructed from a line that ran from Cumberland, Maryland, to Mount Savage to serve the needs of the furnace, making Wellersburg "the first town in Somerset County to enjoy railroad communication." The Wellersburg Furnace operated until 1866, when it was blown out and subsequently abandoned. At that time the branch railroad was abandoned also, and the number of Wellersburg residents began a rapid decline. The population, which had stood at 465 in 1860, dropped to 290 by 1870.

The only part of the Wellersburg Iron Furnace remaining is the brick stack. The large stone furnace that surrounded the stack was dismantled and used in the construction of bridge abutments and culverts along Route 160.

Sources:

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.

Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States with Discussions of Iron. New York: John Wiley, Publisher, 1859.

Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation. Pennsylvania Historic Resource Survey Form. Prepared by Glessner, Lehman & Kendall, 1986.

Sharp, Myron B., and William H. Thomas. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.

Walling, Henry F., and Gray, O.W. New Topographic Atlas of the State of Pennsylvania. Philadelphia: Stedman, Brown, and Lyon, 1872.

J. Williams and Brothers Cigar Factory

Fourth Avenue and Beachley Street
Borough of Meyersdale

Construction Date: ca. 1904

Photo 78. J. Williams and Brothers Cigar Factory. Photo by Scott Brown.

DESCRIPTION: Recently vacated by Agway, the cigar factory was located in the house portion of this structure. The original house is a two-and-a-half-story, side-gabled structure with a similar projection on the rear. It features contemporary siding and a stone foundation. All the windows have been covered over. An arched-roof structure with a concrete-block foundation has been added on to the east wall of the original house.

HISTORY: The J. Williams and Brothers Cigar Factory was a manufacturer of "cheroots and stogies" that was operating as early as 1904. In 1916 eleven men and twenty-two women were employed at this factory, but by 1919 it was no longer in operation. It was occupied from about 1944 until 1964 by the Somerset County Farm Bureau, which sold feed and farm-related machinery. Until recently Agway was the tenant at this site.

Sources:
Butler, Paul. Berlin, PA. Telephone Interview, 25 October 1991.
Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg, PA: State Printer, 1916.
Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1904.

Windber Brewing Company

Graham Avenue and 17th Street
Borough of Windber

DESCRIPTION: Windber Brewing Company brewery is now occupied by Hollern-Whalley Dodge. The original brick portion is three stories tall, with a brick two-story addition on the north side and several other brick additions to the east. Painted on the north wall of the rear portion is: "BAUMGARDNER RESURFACING CO."

HISTORY: At the turn of the century, Windber businessmen realized the significance of locally available pure mountain water and the demand for beer in a newly created coal town and established the Windber Brewing Company. Constructed sometime between 1899 and 1904, the Windber Brewing Company site included an office structure on the north side of the brewery, roughly where the present addition on the north side is. On the west side of 17th Street stood a bottling house and a bottle storage building, which was razed during the 1920s. A keg shed was located on the east side of the brewery structure and a wagon shed was constructed around 1910. The brewery contained a brew house, a stock house, a rack room, engine room, wash house, ice house, and a freezing tank room.

In 1919 there were twenty-three employees, down from a high of thirty-one in 1916. Closed when prohibition was enacted in 1920, the Windber Brewing facilities were then used as an ice factory. The present addition to the north side of the structure was completed in the 1920s when the building was converted to a bottling plant. The brewery resumed operations under different management after prohibition was repealed. The name Windber Brewing Company was retained. In 1940 the brewery closed permanently, and its copper vats and other brewing equipment were removed and shipped to Canada about 1943. Louis Baumgardner took over the building in the 1940s and the structure

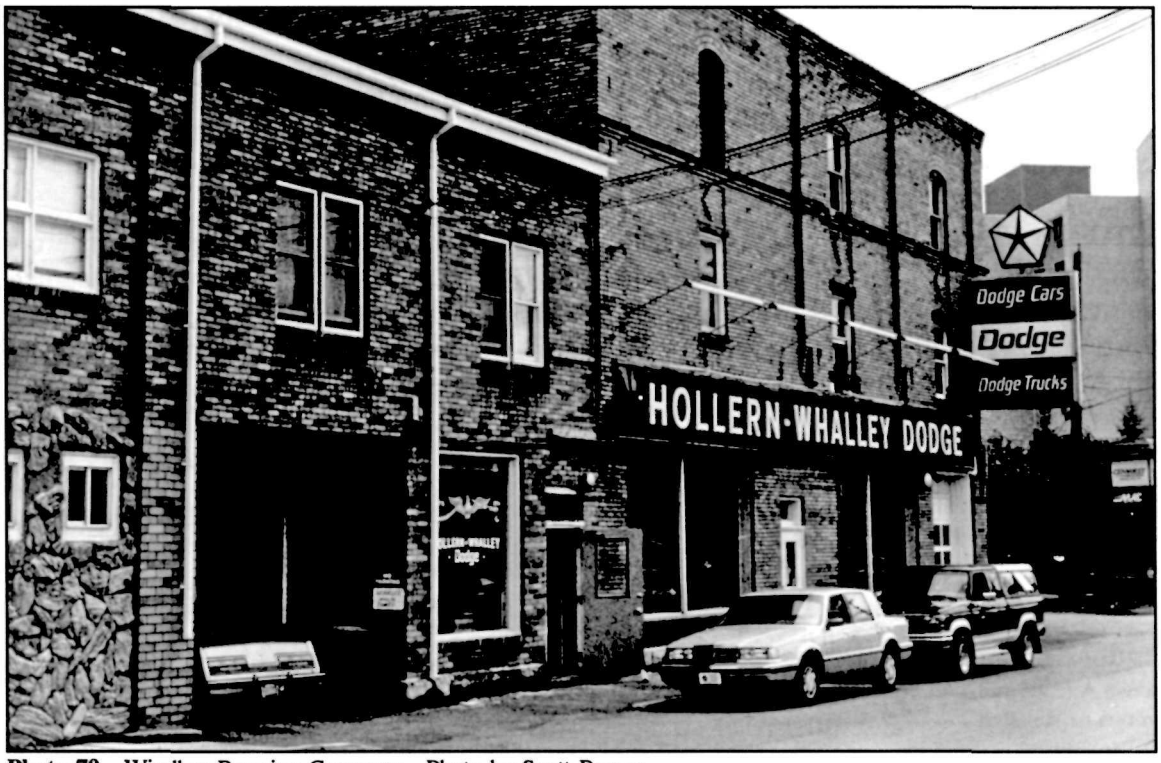

Photo 79. Windber Brewing Company. Photo by Scott Brown.

became home to Baumgardner Motor Sales and Baumgardner Resurfacing Company. The building is presently owned by Merv Whitaker and occupied by Hollern-Whalley Dodge.

Sources:
Bull, Donald, et al. Registry of American Breweries. Trumbull, Connecticut: Bullworks, 1984.
Oldham, Sewell. Windber, PA. Personal Interview, 6 June 1991.
Sanborn Map Company. Windber, Pennsylvania. New York: Sanborn Map Company, 1904, 1910, 1916, and 1924 editions.

UTILITIES

Berlin Water Company: Berlin Reservoir

North side of SR 2023; 2 miles east of Berlin — Construction Date: 1904
Brothers Valley Township

DESCRIPTION: Presently owned by the Municipal Water System of Berlin, the former Berlin Water Company circular concrete reservoir was recently enclosed by a concrete top. This top has three metal access doors and a metal vent. On the south side is a brick water control building. This 550,000-gallon reservoir and water-control building is surrounded by a metal fence. On the east side are several concrete slabs covering the springs that feed the reservoir, which is also fed by wells. Berlin's daily use of water nearly drains this reservoir so it has the back-up of three other nearby reservoirs to refill it. Two earthen reservoirs to the east and a recently constructed earthen reservoir approximately one mile to the northwest are used for a back-up water supply in case of fire in the area.

HISTORY: The Berlin Water Company may have been incorporated as early as 1874, but the borough's first public water system was not in place until 1904, when lines were laid and the company's concrete reservoir was constructed. The spring-fed reservoir has always had a capacity of 550,000 gallons. In 1904 the reservoir's gravity system began carrying water through cast-iron pipe to the residents and industries of Berlin. The two earthen reservoirs to the east of the original were constructed in the 1950s to increase the available water supply. The Berlin Water Company was purchased by Berlin Borough in 1959 and renamed The Municipal Water System. In 1979 a third reservoir was constructed, and in 1990 a concrete top was built over the reservoir and a brick water-control building constructed next to it. The local engineer for this work was Roland Fogle.

Sources:

Berlin Area Historical Society. The Berlin Area, 1777-1977. Berlin, PA: 1977.

Berlin Sesquicentennial Steering Committee. The Sesquicentennial Book of Berlin, Pennsylvania and the Berlin Area, 1987. Berlin, PA: 1988.

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Clycomb, Kerry. Municipal Water System. Berlin, PA. Telephone Interview, 19 August 1991.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg, PA: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Internal Affairs. Sixth Industrial Directory of Pennsylvania, 1928. Harrisburg, PA: State Printer, 1928.

Sanborn Map Company. Berlin, Pennsylvania. New York: Sanborn Map Company, 1905 and 1924 editions.

Brothers Valley Coal Company: Macdonaldton Dam

North side of SR 2023 at Macdonaldton — Construction Date: 1911
Brothers Valley Township

DESCRIPTION: The Macdonaldton Dam is an earthen structure with a concrete stepped spillway. Between this spillway and the embankment is a concrete wall that has two steel beams propping it up. The dam, while no longer being used in its original capacity, still retains water.

HISTORY: The Macdonaldton Dam was built in 1911 by the Brothers Valley Coal Company to provide water for its powerhouse. As an auxiliary use, the dam also provided the nearby town of

Macdonaldton with large quantities of ice during the winter months. Two-foot blocks of ice were cut by hand and transported by horse-drawn wagon to town. Here the blocks were stacked and stored in ice houses, to be used throughout the warmer months. The Macdonaldton Dam is now used as a fishing spot.

Sources:
Berlin Area Historical Society. The Berlin Area, 1777-1977. Berlin, PA: 1977.
Glessner, Connie. "Dam was Important Source of Ice," Tribune-Democrat (Johnstown), 20 January 1991.
Water Supply Commission of Pennsylvania. "Report on the Examination of a Dam Owned by the Brothers Valley Coal Company of Macdonaldton, Pa." 12 March 1912.

Citizens Water Company Reservoir

West side of SR 3003; 3.5 miles north of Confluence
Lower Turkeyfoot Township

Construction Date: 1904

DESCRIPTION: The dam of the Citizens Water Company reservoir is concrete. The reservoir, which is narrow with steep banks, was originally the mill pond for the Thomas Ream Mill, which stood just to the south. A contemporary pumphouse exists on the west side of the dam.

HISTORY: In 1904 Charles Kurtz founded the Citizens Water Company and began building a reservoir to supply the town of Confluence with water. The spring-fed reservoir, located about 3 miles from Confluence, was completed by August, and in November 1904 the gravity system began carrying water through cast-iron pipe to the town below. The reservoir is still owned and maintained by the Citizens Water Company and continues to provide water for the town of Confluence.

Sources:
Confluence Centennial Committee. Confluence Centennial Souvenir Book: 1873-1973. Confluence, PA: Beggs Bros. Co., Inc., 1973.
Draketown Community Association. Draketown Past and Present. Draketown, PA: 1989.
Sanborn Insurance Company. Confluence, Pennsylvania. New York: Sanborn Insurance Company, 1907 and 1924 editions.

Garrett Water Company: Bigby Run Dam and Reservoir

East side of SR 2037
Southwest of Garrett
Summit Township

Construction Date: 1931

DESCRIPTION: The earthen Bigby Run Dam is on the north side of the reservoir it creates. Recently condemned because of the dam's weakened condition, the reservoir is presently being drained. The dam has a concrete spillway on the east side and a small, hollow clay-tile, hipped-roof valve-control building on the crest. This structure houses the wheels that controlled the four valves at the bottom of the reservoir. Pipes from the reservoir under the Casselman River are still in place.

HISTORY: A dam was built in 1903 on Bigby Run at (or near) the site of the present dam to provide the town with water. It later washed out after a heavy rain. In 1909 Piney Run Reservoir was constructed on the north side of Casselman River to provide the town with water. In 1931 the

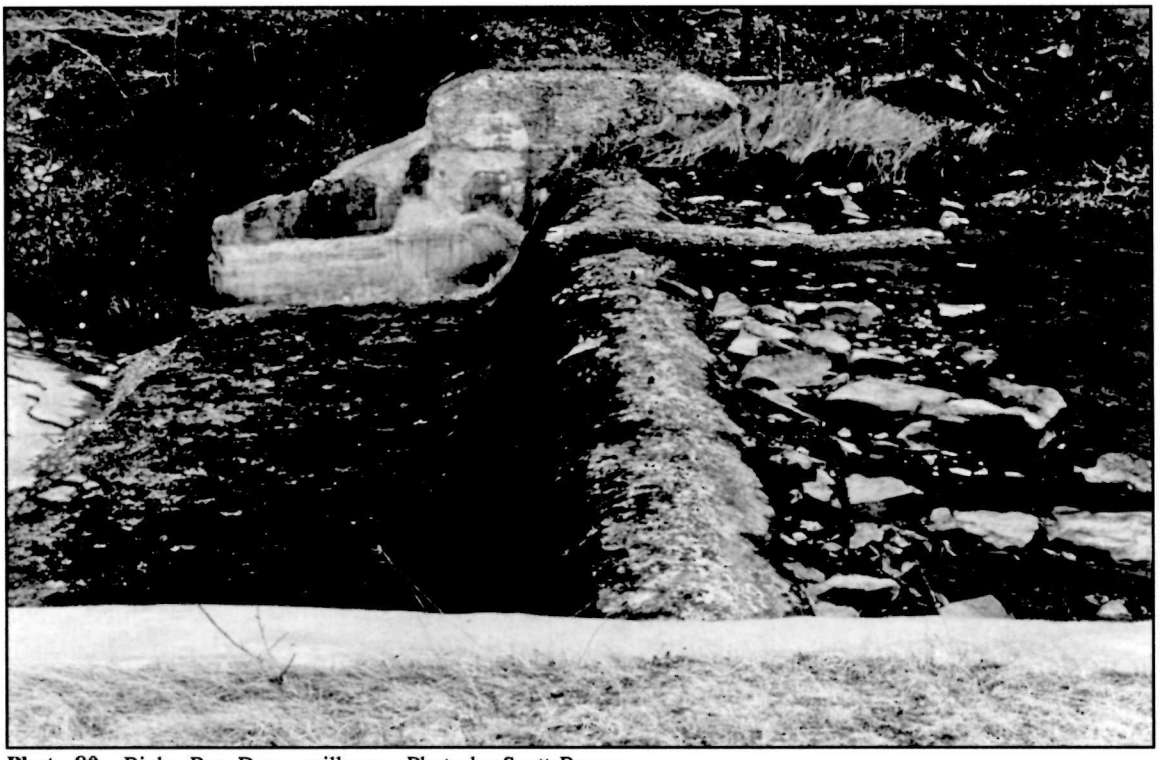

Photo 80. Bigby Run Dam, spillway. Photo by Scott Brown.

Garrett Water Company built a new reservoir, 20' deep with a capacity of 15 million gallons, to provide water for the town and for the steam engines of the Baltimore and Ohio Railroad. Water was piped from the reservoir to a B&O coaling station. By the late 1950s diesel had replaced steam power in locomotives and the reservoir became a second water supply for Garrett. Chlorinators were installed in the valve control building.

In 1988, a Pennsylvania Department of Environmental Resources investigation of the Bigby Run Dam found that it was weak and in need of repairs. The Borough of Garrett did not want to spend the money for repair, and consequently the dam was condemned in 1990 and the water drained. Piney Run Reservoir was condemned for use the same year because it contained excessive amounts of contaminants from a nearby strip mine. The town's present water supply is from two underground wells.

Sources:

Christner, Beverly. Garrett, PA. Telephone Interview, 27 September 1991.

Department of Environmental Resource Reports on Bigby Run Dam. Available in Harrisburg, Pennsylvania.

Garrett Centennial, 1871-1971, n.p., n.d.

Haybel, John. Garrett, PA. Telephone Interview, 27 September 1991.

Johnstown Water Company: Dalton Run Dam

Dalton Run at end of T 635; 2.5 miles west of Bens Creek
Conemaugh Township

Construction Date: 1905

DESCRIPTION: The Dalton Run Dam is a 670' long earthen structure, 20' wide, and 61' high at its maximum section, with an intake tower, a stone spillway (at an elevation of 1485') and stone facing. The dam has layers of clay to form an impervious barrier against seepage. On the west side of the dam is the Dalton Run Reservoir which has a 4.6 square mile water shed area and covers a surface area of eighteen acres. At a depth of 54' it has a capacity of 131 million gallons.

The spillway at the north end of the dam has a weir-shaped crest, 59' feet long, 6' below the dam crest. The gate house, located 70' from the south end of the embankment, is constructed of sandstone, with a slate roof, and measures 13' square and 13' high. The valves on the 30" supply and blow-off pipes are located within the gate house. Water is drawn from the reservoir into an effluent tower through a 30" cast-iron pipe to the gate house.

HISTORY: The Johnstown Water Company was incorporated in 1866. Designed by John Birkenbine, this dam was constructed between 1901 and 1905 by the Johnstown Water Company. Pipe lines measuring 20" x 16" in diameter were laid 17,110' to the Millcreek pipeline at Bens Creek.

Cambria Iron Company paid a yearly rental fee for the water it used, even though a majority of the Johnstown Water Company's stock was owned by the iron company. Johnstown Water Company first treated all its reservoirs with chloride of lime in 1910. With most of its reservoirs and intakes in Cambria County, Johnson Water purchased the Conemaugh and Franklin Water Company in 1917. In 1964 the Greater Johnstown Water Authority (created by the City of Johnstown, and the Boroughs of Southmont and Westmont) purchased the Johnstown Water Company and Saltlick Water Company from Bethlehem Steel Company. The dam is presently operated by Laurel Management Company for the Greater Johnstown Water Authority.

Sources:
"Brief of Facts Relative to the Water Supply of Cambria Steel Company," (unpublished), n.d.
"Greater Johnstown Water Authority." Greater Johnstown Water Authority, February, 1987.
"Johnstown Water Company, Conemaugh and Franklin Water Company, The Manufacturers' Water Company: Historical Data, June 9, 1941," (unpublished) Johnstown Flood Museum Collection.
Nikonow, Paul. Greater Johnstown Water Authority. Johnstown, PA. Telephone Interview, 22 July 1991.

Johnstown Water Company: North Fork Dam

Approximately 0.25 miles west of intersection of SR 4029 and SR 4018
Conemaugh Township.

Construction Date: 1932

DESCRIPTION: The North Fork Dam is a 900'-long and 105'-high earthen dam with a concrete curtain wall and layers of clay inside serving as an impervious barrier against seepage. The 100'-wide concrete spillway (at an elevation of 1,525') has Bascule gates and a slightly arched, three-span concrete bridge over the top. The reservoir has a maximum depth of 103' and a capacity of 1,206

million gallons. With a drainage area of ten square miles, the reservoir covers an area of 118 acres and holds 56 percent of the Greater Johnstown Water Authority's total water capacity.

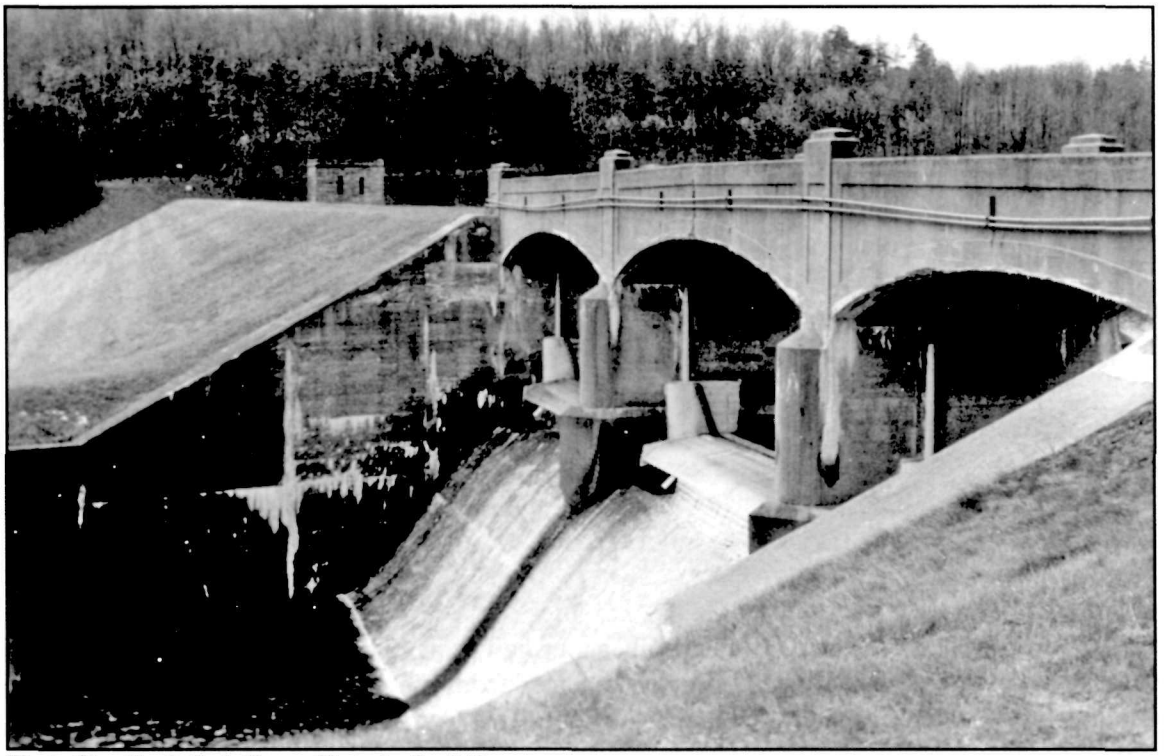

Photo 81. North Fork Dam. Photo by Scott Brown.

HISTORY: A severe drought and a strain on the existing water supply in 1922 were the impetus for the construction of the North Fork Dam. A survey was undertaken in 1924 for road realignment at the site and construction began within two years. Designed by the engineering firm of Metcalf & Eddy and constructed by the Johnstown Water Company, the dam's construction was delayed and was not completed until 1932, largely because of road reconstruction problems. Water first came over the spillway in 1933, but the dam was not put into service until 1936, to allow proper decomposition of newly covered vegetation. It had been hoped that the decomposition process could be continued longer, but the flood of 1936 forced the dam into early use. In 1961 steel hydraulic Bascule gates (so named after their Austrian inventor) were installed at the spillway, adding another 3' of reservoir depth and an additional capacity of 96 million gallons. These gates also added more flexibility to the control and flow of water.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

Greater Johnstown Water Authority. "Greater Johnstown Water Authority," February, 1987.

"Johnstown Water Company, Conemaugh and Franklin Water Company, The Manufacturers' Water Company: Historical Data, June 9, 1941," (unpublished) Johnstown Flood Museum Collection.

Nikonow, Paul. Greater Johnstown Water Authority. Somerset, PA. Telephone Interview, 22 July 1991.

Manufacturers' Water Company: Border Dam

Southeast of Carpenter's Park on Stony Creek
Border of Conemaugh and Paint Townships

Construction date: ca. 1900

DESCRIPTION: Border Dam is constructed of timber cribbing and is 9' high. The site includes a brick structure that contains filters and lime-dispensing machines. There are three roof levels in this building and a massive concrete foundation. Most of the windows are filled in with glass brick. On the rear of the structure is a short spur from the Somerset and Cambria Branch of the B&O Railroad, where railroad cars brought the lime.

HISTORY: The Johnstown Water Company was formed in 1866 but the stock was controlled for the most part by Cambria Iron Company. An intake was constructed at the site in 1888 to provide water to Millcreek Reservoir No. 1 in Ferndale, Cambria County, and later to the Cambria Iron Company.

There were two factors that led to the construction of the Border Dam at the turn of the century. First, water at the intake was increasingly polluted by mine runoff; and as Cambria's mills expanded so did the need for water. Manufacturers' Water Company was chartered in 1900, and Johnstown Water Company leased the site to Manufacturers' Water Company for ninety-nine years.

When the dam was completed, a 7.6-mile, 36" pipeline could provide 17 million gallons of water a day to the Lower Works and Gautier Mill, about half their daily requirement. In 1930 the water treatment building was constructed. Presently water from the site is used only in emergencies by Manufacturers' Water Company for the Bethlehem Steel Company in Johnstown.

Sources:

"Brief of Facts Relative to the Water Supply of Cambria Steel Company," (unpublished), n.d.

"History of the Evolution of the Johnstown Plant - Bethlehem Steel Company 1852-1935," (Revised to 1958) Prepared by the Engineering Department, Bethlehem Steel Company, Johnstown, PA.

Hopple, Bill. Manager, Manufacturers' Water Company. Johnstown, PA. Telephone Interview, July 26, 1991.

"Johnstown Water Company, Conemaugh and Franklin water Company, The Manufacturers' Water Company: Historical Data, June 9, 1941," (unpublished) Johnstown Flood Museum Collection.

Manufacturers' Water Company: Quemahoning Dam

Quemahoning Creek between T 743 and SR 4019
Quemahoning Township

Construction Date: ca. 1910

DESCRIPTION: The 100'-high earthen Quemahoning Dam is on the north side of the 12.3 billion gallon Quemahoning Reservoir and supplies water for both Bethlehem Steel Company in Johnstown and the City of Johnstown. Covering a 94-square-mile watershed area, the reservoir has a capacity of 12,370 million gallons and a maximum depth of 92'. The dam is 950' long at the crest, 20' wide at the top, and 700' wide at the base. The concrete spillway on the east side of the dam is 250' wide x 13' deep, and 1,600' above sea level. A sluice tower and metal truss walkway from the dam are located on the west side of the dam. The 14-mile-long pipeline has many tunnels and bridges.

Photo 82. Quemahoning Dam. Photo by Scott Brown.

HISTORY: Contractors started clearing the land that was once occupied by an ancient Indian settlement in 1908. The dam was constructed between 1910 and 1913 by Manufacturers' Water Company using the hydraulic sluicing process, with as many as 700 employed on the project. The dam and reservoir were constructed to provide water to the ever expanding steel mills of the Cambria Steel Company. A 66" riveted steel pipeline was constructed over a distance of fourteen miles.

Because of mine drainage into the water, reservoir water is treated with lime. At 5 miles long and 2 miles wide, the reservoir was the largest artificial body of water in Pennsylvania when completed. In 1924 the spillway was raised 4' through the use of removable flashboards.

Around 1931 water began to be piped to Manufacturers' Water Company's Border Dam for treatment, and then on to Johnstown. The treatment was designed to reduce the acidity which caused corrosion in the pipes. By this time the reservoir supplied Bethlehem Steel Company's Johnstown mills with more than 135 million gallons of water a day.

The spillway was reconstructed in 1933. Extensive repairs were made to the spillway channel in 1937 after the problems associated with the 1936 flood. The present water-treatment building was built about 1958.

The disastrous flood of 1977 caused the elimination of two of the Greater Johnstown Water Authority's reservoirs in Cambria County. As a result the Authority began to purchase water from

the Quemahoning Dam. Water is piped to a filtration plant at Riverside in Cambria County. The water from the Quemahoning Reservoir is of such quality that there is no need for clarifiers or sediment basins, but only chemical treatment and direct filtration.

Sources:
"Brief of Facts Relative to the Water Supply of Cambria Steel Company," (unpublished), n.d.
Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.
Greater Johnstown Water Authority. "Greater Johnstown Water Authority," February, 1987.
"History of the Evolution of the Johnstown Plant - Bethlehem Steel Company 1852-1935," (Revised to 1958), Prepared by the Engineering Department, Bethlehem Steel Company.
Hopple, Bill, Manager, Manufacturers' Water Company. Johnstown, PA. Telephone Interview, 26 July 1991.
"Johnstown Water Company, Conemaugh and Franklin Water Company, The Manufacturers' Water Company: Historical Data, June 9, 1941," (unpublished) Johnstown Flood Museum Collection.
Pennsylvania Historic Resource Survey Form. Survey Code 111-QT-486.

Penn Public Service Corporation: Hooversville Electrical Substation

Between Stony Creek and Baltimore and Ohio Railroad — Construction Date: ca. 1922
North side of Borough of Hooversville just south of Shade Township line

DESCRIPTION: The Hooversville Electrical Substation is of a standard substation design of the Penn Public Service Corporation. The one-story brick structure is longer than the almost identical Somerset Electrical Substation and has fifteen exterior insulator conduits.

HISTORY: The Hooversville Electrical Substation was most likely constructed in 1922. It was that year that a 66-kilovolt steel tower line was built from Seward Station power plant (constructed 1921) in Indiana County.

The Penn Electric Service Company was organized in 1911 or shortly thereafter by W.D. Walbridge and Company of New York to provide electricity for the areas south and east of Johnstown in Somerset and Cambria counties. At about the same time Walbridge acquired the power company for Johnstown: Citizens Light, Heat and Power Company of Pennsylvania. Headquarters for Citizens and the newly formed Penn Electric Service Company were in Johnstown.

Penn Electric Service Company built a power plant at Rockwood (no longer extant) in 1913 near a mine that provided coal exclusively to the power plant. In 1919 Citizens Light, Heat and Power Company and Penn Electric Service Company merged, becoming Penn Public Service Corporation. Acquiring many other local power companies over the years, the company became Pennsylvania Electric Company in 1927. In 1943 the company name was shortened to Penelec.

Sources:
"Hooversville Pennsylvania Sesquicentennial, 1839-1936."
"Outline of the Development of Pennsylvania Electric Company, Johnstown Pennsylvania."

Penn Public Service Corporation: Somerset Electrical Substation

Between SR 31 (East Main Street) and Pennsylvania Turnpike
Somerset Township, east of Borough of Somerset

Construction Date: ca. 1920

DESCRIPTION: This tall, one-story, flat-roofed structure is constructed of light-colored brick. The brick is corbeled halfway up the walls. A standard substation design for Penn Public Service Corporation, it appears to retain its original six-over-six-light windows under contemporary storm windows. On the north side are nine insulator conduits and it is unlikely any of the original transformers remain inside. The structure is situated on the west side of several electrical transformers enclosed by a fence.

HISTORY: The Somerset Electrical Substation was constructed about 1920 by the Penn Public Service Corporation. See Penn Public Service Corporation: Hooversville Substation.

Sources:
"Outline of the Development of Pennsylvania Electric Company, Johnstown, Pennsylvania."

Rockwood Water Company Reservoir

East side of T 412, 2 miles south of Rockwood
Black Township

Construction Date: 1906

DESCRIPTION: The Rockwood Water Company Reservoir consists of two, fenced-in adjacent concrete reservoirs and a one-and-a-half-story vertical board pumphouse that is no longer in use. The pumphouse has a leaning brick chimney to the east, and visible through a window is a diesel engine. On the west end of the reservoir is a small concrete-block chlorination building.

HISTORY: The Rockwood Water Company was formed in 1904 and in 1906 the company began constructing this reservoir. Located at an elevation of 350', the spring-fed reservoir had a capacity of 1.75 million gallons. This reservoir may originally have been contained by an earthen dam, although around 1908 two concrete basins were added and the reservoir's capacity was increased to 2.5 million gallons. The pumphouse may also have been built at this time. Housing a deep well pump which was run by a 35-horsepower steam engine, the pumphouse had a capacity of 230 gallons per minute. In the early 1960s, the steam engine was replaced by a compressor powered by a diesel engine. The Rockwood Water Company is currently planning the installation of an electric submersible deep well pump, at which time the pumphouse will be razed.

Sources:
Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
Rockwood Centennial Committee. Rockwood Centennial, 1857-1957. Rockwood, PA: 1957.
Sanborn Map Company. Rockwood, Pennsylvania. New York: Sanborn Map Company, 1907, 1917, and 1924 editions.
Young, Roger. Manager, Rockwood Water Company. Somerset, PA. Telephone Interview, 22 July 1991.

Salisbury Water Works

East end of Union Street
Salisbury Borough

Construction Date: 1938

DESCRIPTION: Finley Spring (elevation 2,260') in Elk Lick Township feeds into this reservoir, located approximately 3 miles to the west in the Borough of Salisbury. With a capacity of 87,000 gallons, the 40' x 40' x 10' reservoir is divided into two sections. Water within the enclosed reservoir is not exposed to sunlight and cannot be contaminated with runoff or debris. With more than 5 miles of pipes, houses in the community receive their water by gravity flow, except for houses to the east of Rock Street, where water must be pumped. The pumping mechanism is housed in a small brick pumphouse at the end of Union Street adjacent to the reservoir.

HISTORY: By the 1930s individual wells were no longer adequate to meet the needs of the community of Salisbury. An engineering plan that would link the reliable Finley Spring with the town was submitted to the Johnstown Works Progress Administration in the mid-1930s. The project could not immediately go forward because the Borough had reached its legal debt limit and could not provide its share of the matching money. After a local citizen pledged financial support, two acres comprising Finley Spring, the reservoir site, and a 10' wide ten mile long right-of-way between the two were purchased. The project was completed in 1938 and dedicated in August of that year. As late as 1962 the water source for the system was so pure there was no need for chlorination or filtration, the only such example in the state.

Sources:

Salisbury Centennial Corporation. Salisbury Centennial Souvenir Book. Salisbury, PA, 1962.

Sand Spring Water Company: Crystal Lake Dam & Reservoir

East side of T 363 on Stamm Run 2.5 miles southeast of Meyersdale
Summit Township

Construction Date: 1913

DESCRIPTION: Water from a former Baltimore and Ohio Railroad reservoir to the northeast is pumped into the 8.5-million-gallon Crystal Lake Reservoir, with the upper intake catching sediment from the former B&O facility. The dam on the north side of the reservoir is constructed of stone and concrete with a concrete spillway on the west end of the dam. A small sheet metal pumphouse stands near the crest of the dam. The dam is 16' high and 230' in length. The drainage area above the dam is 1.4 square miles and the capacity of the reservoir is 5 million gallons.

HISTORY: Crystal Lake Dam & Reservoir was built in 1913 as an additional source of water for Meyersdale after the concrete Blue Lick Reservoir north of Meyersdale was abandoned because of excessive mine acid drainage. In 1919 the Crystal Lake Reservoir was raised 3' to its present capacity and two years later the upper intake on Stamm Run was built. The metal pumphouse was constructed in 1965.

Sources:

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.

Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania. Harrisburg, PA: State Printer, 1919.
Commonwealth of Pennsylvania, Department of Internal Affairs. Sixth Industrial Directory of Pennsylvania. Harrisburg, PA: State Printer, 1928.
McKenzie, Bill. Meyersdale Municipal Authority. Meyersdale, PA. Personal Interview, 31 July 1991.
Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1897, 1904, 1910, 1919, and 1930 editions.
Steindel, David K., and John A. Bolden. History of Meyersdale Water System. Meyersdale, PA: 1965.

Sand Spring Water Company: Sand Spring Reservoir

Summit Township — Construction Date: 1888

DESCRIPTION: The Sand Spring Reservoir, with a capacity of 500,000 gallons, is the main water supply for the Borough of Meyersdale. It consists of a concrete and stone wall on the north side that is 100' long and 10' high. A concrete spillway is located at the northwest corner and a small pump house (ca. 1955) is just to the east.

HISTORY: In 1888 the Sand Spring Water Company contracted John S. Graves and Company to construct its water works system. The main reservoir was built east of town on Allegheny Mountain, and was fed by Sand Spring as well as by water from Stamm Run. In 1889 a supplemental well was drilled adjacent to the reservoir, and in 1894 over 13,000' of 6" cast-iron pipe were installed to connect Meyersdale to a proposed reservoir site on Stamm Run. This reservoir was used primarily by the Baltimore & Ohio Railroad to supply its water tank near Flaugherty Creek; the reservoir was enlarged in 1924, and in 1979 it had a capacity of 3 million gallons.

A 1906 history praises the water company (which in that year had an annual revenue of $8,000) for charging rates "considerably lower than those of most private corporations elsewhere." In 1955 the Meyersdale Municipal Authority purchased the water works. Since then the water works have been expanded and modernized, and continue to serve the Meyersdale area.

Sources:

Blackburn, E. Howard, and William H. Welfley. History of Bedford and Somerset Counties, Pennsylvania. 3 vols. New York: Lewis Publishing Company, 1906.
Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania. Harrisburg, PA: State Printer, 1919.
Commonwealth of Pennsylvania, Department of Internal Affairs. Sixth Industrial Directory of Pennsylvania. Harrisburg PA: State Printer, 1928.
McKenzie, Bill. Meyersdale Municipal Authority. Meyersdale, PA. Personal Interview. 31 July 1991.
Sanborn Map Company. Meyersdale, Pennsylvania. New York: Sanborn Map Company, 1897, 1904, 1910, 1919, and 1930 editions.
Steindel, David K., and John A. Bolden. History of Meyersdale Water System. Meyersdale, PA: 1965 (rev. 1979).

Somerset Electric Light, Heat and Power Company

140 West Sanner Street at Ankeny Avenue — Construction Date: ca. 1893
Borough of Somerset

DESCRIPTION: Presently occupied by Somerset Sport Shop, this former power plant is comprised of two sections, the original portion on the west side and a later, larger building on the east. The east portion is a tall, one-and-a-half story structure with a steeply-pitched gable roof. Original six-over-six-light windows are in place on the east and south sides while the north side has two-over-two-light windows. The sills and lintels are stone.

HISTORY: The original portion of this structure was most likely constructed in 1893 when the Borough of Somerset entered into a contract with the Somerset Electric Light, Heat and Power Company to provide power to street lamps. From 1875 until this time the street lamps were powered by oil. The power plant also provided electricity to homes and businesses in the town.

By 1897 the power plant referred to as the "Electric Light Station" was providing electricity with its steam-driven direct-current dynamos. The structure was slightly enlarged by 1904 but by 1910 a large addition was built on the east side of the original building. Also by this time the west portion of the original structure, which had originally housed the dynamos, was converted to a supply room. Penn Electric Service Company acquired and ran the power plant by 1917. The newer portion housed two 500- and one 125-horsepower steam engines as well as one 275 and two 150-kilowatt alternating-current generators.

The building ceased operating as a power plant by 1924 when Penn Electric Service Company used it as an office, garage, and warehouse. The Supply Room on the west side was partially demolished and has since been totally razed. See Penn Public Service Corporation: Hooversville Electrical Substation.

Sources:

Bird's eye view of Somerset, Pennsylvania.
"Outline of the Development of Pennsylvania Electric Company, Johnstown, Pennsylvania."
Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1887, 1892, 1897, 1904, 1910, 1917, 1924, and 1930 editions.
Tripey, Paul D. Somerset - 150 Years A County. Somerset, PA: Somerset Newspapers, Inc., n.d.

Somerset Waterworks

North of Borough of Somerset line — Construction Date:
Somerset Township

DESCRIPTION: Presently known as the North Somerset Water Plant, this is the second facility to be used by the Borough of Somerset for its municipal water supply. The most prominent portion of the site is a tall cylindrical concrete reservoir. On the south side a large hole has been cut and wood panels hanging on a metal track added. To the east is a tall, one-story brick structure that was originally the pumphouse and has recently been used as the Somerset Greyhound Bus station. A

wood shed, possibly housing a well, is located to the south behind a contemporary concrete structure near the bank of the east branch of Coxes Creek.

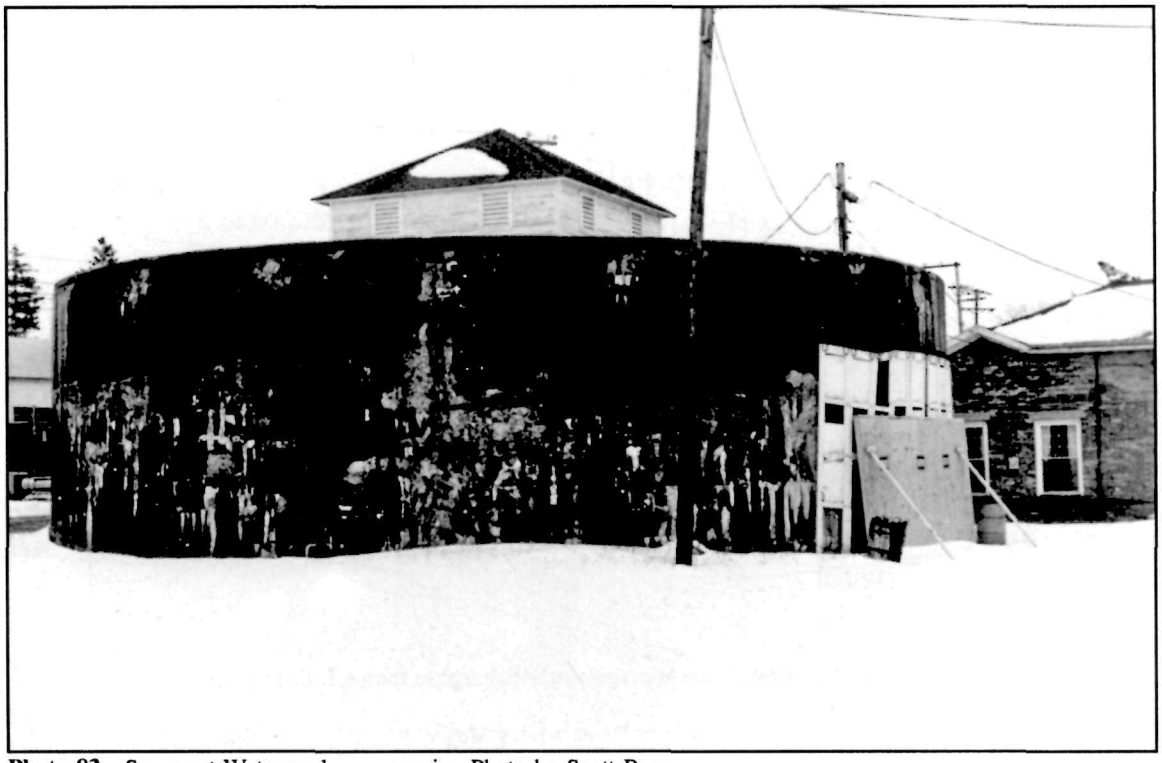

Photo 83. Somerset Waterworks, reservoir. Photo by Scott Brown.

HISTORY: Somerset's first water works (no longer extant) was located between North and Union Streets and was known as the Water Works Pumping Station. Completed in 1894 it had two wells, but had expanded to ten wells by 1910 with a 750-thousand-gallon reservoir approximately .5 miles west. The Somerset Water Works pumphouse was constructed in 1911 to replace this plant. The adjacent reservoir was built between 1917 and 1924.

Initially there were three wells and a pumphouse with a duplex triple-action pump, and two 760-horsepower boilers. By 1917 there were four wells and within the pumphouse a Platt Iron Works Compound duplex steam pump and an Epping Carpenter duplex steam pump. The concrete reservoir was constructed by 1924, with a capacity of 500,000 gallons. The 6 miles of 4" and 10" water mains laid in 1893 were in still in use in 1924. Two 500,000-gallon reservoirs were constructed by 1930 northwest of Somerset. The Borough of Somerset completed the Coxes Creek Water Plant, located roughly 3 miles west of Somerset, in 1947. No longer used, it was replaced by the present water plant, which is 7 miles west of Somerset.

Sources:

Blackburn, E. Howard and William Welfley. History of Bedford and Somerset Counties, Pennsylvania. New York: Lewis Publishing Company, 1906.

"The Industrial Edition of the Somerset Democrat," 59, no. 20 (27 November 1912).

Sanborn Map Company. Somerset, Pennsylvania. New York Sanborn Map Company, 1897, 1910, 1917, 1924, and 1930 editions.
Trimpey, Paul D. Somerset-150 Years A County. Somerset, PA.: Somerset Newspapers, Inc., n.d.

Western Maryland Railway: Western Maryland Reservoir

Flaugherty Creek on east side of SR 2011 and south side of T 313 Construction Date: 1912
Greenville Township

DESCRIPTION: The Western Maryland Reservoir's dam has a crest approximately 400' long and 3' wide. A deteriorating spillway at the center has a 35' wide concrete ogee 3' below the crest and the end of the discharge channel has been partially washed away. The reservoir has a drainage area of 1.8 square miles and once contained 2 million gallons, but it is now partially filled with sediment and debris (caused by a lack of dredging).

HISTORY: This reservoir was constructed in 1912 by the Western Maryland Railway to provide a reliable supply of water for its steam locomotives. A pipeline from the reservoir transported water to a water tank once located at Deal, Larimer Township (approximately 1.5 miles northwest). The Western Maryland Railway sold this site to an individual in 1960. No doubt the advent of diesel locomotives in the 1950s eliminated the railroad's need for this water supply. See Western Maryland Railway: Big Savage Tunnel.

Sources:

Memorandum from Alvin H. Lenard, Construction Management, Pittsburgh to Joseph J. Ellam, Chief, Division of Dam Safety, Harrisburg, 13 April 1984.
"Report on the Condition of Two Dams on Flaugherty Creek Above Meyersdale, PA." Harrisburg, 19 August 1912.

Whipkey Dam

Laurel Hill Creek; north side of SR 3009 (Whipkey Road) Construction Date: 1933
Upper Turkeyfoot Township

DESCRIPTION: The Whipkey Dam and the small lake that it creates are at the center of the 1930s-era mountain retreat of Metzler. The dam has rocked-filled timber cribbing with a concrete apron. A concrete spillway that was once used as a sawmill race is located on the west side. The long dam is 7' high and 140' wide, and creates a lake with a 2 million gallon capacity and with a drainage area of nearly eighty square miles.

HISTORY: The Whipkey Dam was constructed in 1933 by J.N. Whipkey to provide power for his sawmill. This dam replaced the former Metzler Mill dam. In 1948 the Metzler estate sold the site to the Engle family and five years later it was sold to the Laurel Valley Land Company. This company, now known as the Whipkey Dam Land Owners Association, is a group comprised of home owners in the Metzler area. Whipkey's sawmill is no longer extant.

Sources:

Butler, V.R., Division of Dams & Encroachments, Harrisburg, Pennsylvania to James Manderino, Monessen, Pennsylvania. Letter of 18 January 1972.

"Report Upon the Application of J.N. Whipkey," (Construction Permit) 4 April 1933.

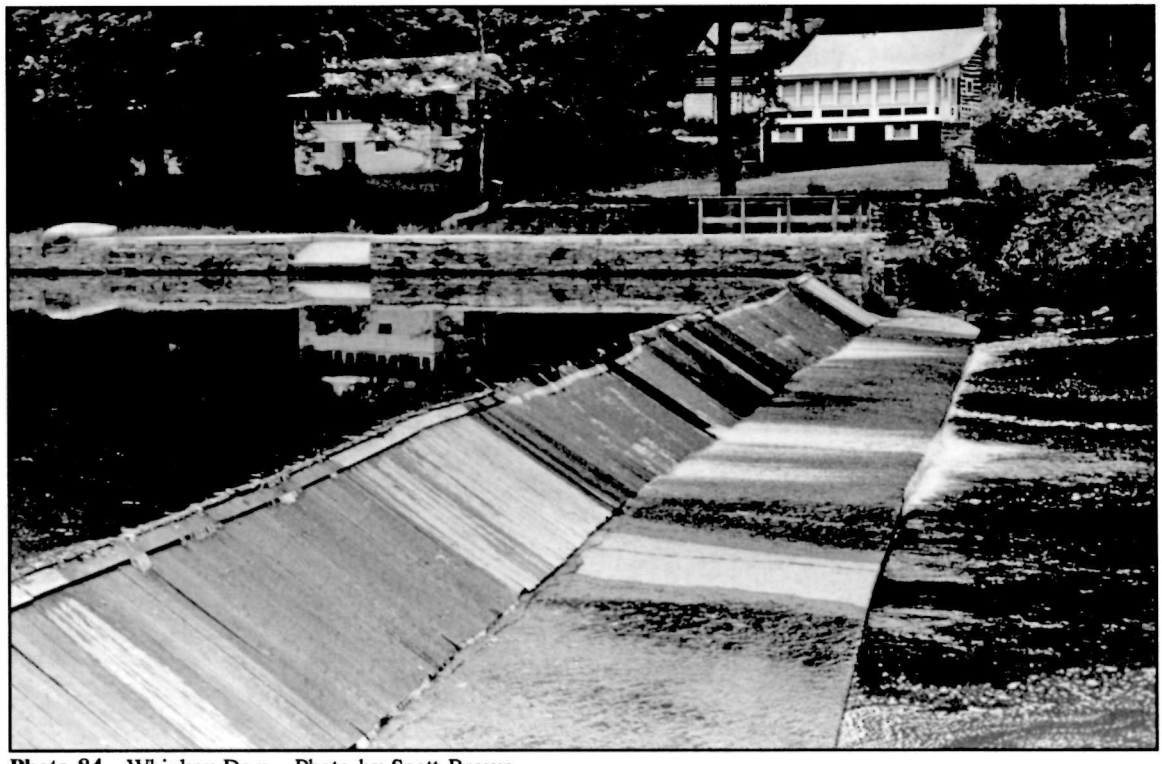

Photo 84. Whipkey Dam. Photo by Scott Brown.

Windber Electric Company: Windber Power Plant

Between Pennsylvania Railroad spur and Weaver Run
Approximately .5 miles south of intersection of SR 56 and SR 601
Windber

Construction Date: 1918

DESCRIPTION: The former Windber Power Plant is presently used as a steel warehouse by M. Glosser & Sons. It is a tall, one-story brick structure with large, multi-light windows, many of which are broken out. A small section of the front of the building (the west side) is slightly taller than the rest and has a second level of windows that are smaller than the windows below. On the rear of the building (the east side) is at least one contemporary addition. Near the southwest corner of the building is a small brick structure where Berwind-White coal hoppers once dumped coal.

HISTORY: The Windber Electric Company constructed this facility in 1918. Created by the Berwind-White Coal Mining Company in 1897, the Windber Electric Company supplied electricity to the Windber area. Initially, the company's electricity came from a power plant at Eureka No. 35 that also provided steam heat to the Windber Heating Company. As demand for electricity grew both at the Eureka mines and in the town itself, three more power plants at various Eureka mines were put on line.

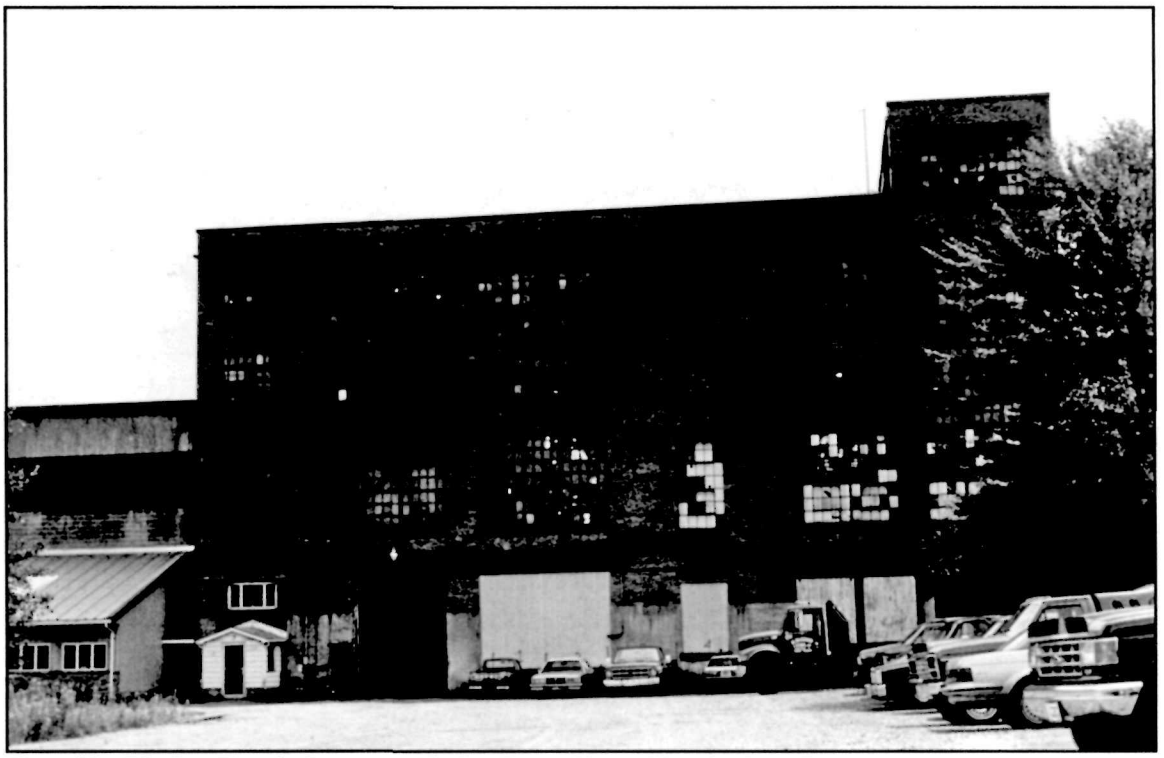

Photo 85. Windber Electric Company, Windber Power Plant. Photo by Scott Brown.

By 1920 demand had increased to the point that Berwind-White built the Windber Power Plant to replace the various smaller powerhouses. Eight years later the Windber Electric Corporation purchased the Windber Electric Company as well as the Paint Electric Company and Scalp Level Electric Company. The new company was still under Berwind-White control, and in 1933 Charles Berwind became president.

The Windber Electric Corporation was providing electricity to the boroughs of Windber, Paint, Rummel, and Scalp Level by 1958. The Windber Power Plant probably shut down in 1978, when the Pennsylvania Electric Company bought out the company and began to provide the area with electricity from existing area power plants.

Sources:

Alcamo, Frank Paul. The Windber Story: A 20th Century Model Pennsylvania Coal Town. Privately printed, 1983.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission. Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Doyle, Fred C., ed. Fiftieth Anniversary, Windber, Pennsylvania, 1897-1947. Windber, PA: privately printed, 1947.

Oldham, Sewell. Windber, PA. Personal Interview, 15 June 1991.

Windber Electric Company: Windber Substation

South side of Somerset Avenue between 15th and 17th Streets
Windber

Construction Date: ca. 1927

DESCRIPTION: The Windber Substation is a tall one-and-a-half-story, gabled brick building with brick corbeling on its exterior walls. The large window openings have been filled in with glass blocks creating smaller window openings. The structure retains a six-light window in the gable on the south wall. Abutting the building's north wall is a tall wooden structure with numerous wires and insulators attached. Several electric transformers are extant adjacent to the east side.

Photo 86. Windber Electric Company, Windber Substation. Photo by Scott Brown.

HISTORY: The Windber Electric Company built the Windber Substation in about 1927 to help distribute power from the Windber Power Plant. This substation provided the houses and businesses of Windber with power (the individual Eureka mines had their own substations). The Pennsylvania Electric Company took over the Windber Electric Company in 1978, and added the present exterior transformers at the substation. It continues to be owned and operated by Penelec.

Sources:

Alcamo, Frank Paul. The Windber Story: A 20th Century Model Pennsylvania Coal Town. Privately printed, 1983.
Oldham, Sewell. Windber, PA. Personal Interview, 15 June 1991.

Windber Water & Power Company: Clear Shade Creek Dam

Approximately 6 miles southeast of Windber
Ogle and Shade Townships

Construction Date: 1909

DESCRIPTION: The Clear Shade Creek Dam is a 190' long concrete and ashlar stone structure that is 14' high and 4.5' wide. (As originally constructed, the dam was 178' long and had timber cribbing.) There are 2' wide spillways on both sides of a hipped-roof brick gatehouse with an ashlar stone foundation. A metal walkway spans one of the spillways, providing access to the structure. These structures had replaced a wood truss walkway, and a vertical board gatehouse by 1963. One spillway is 30' long and is constructed of stone, while the other is 70' long and is constructed of stone and concrete. The reservoir the dam creates has a capacity of 6 million gallons. With a drainage area of 19.4 square miles (largely the remote summit and west slope of the Alleghenies) the reservoir has a surface area of four acres.

HISTORY: The Clear Shade Creek Dam was built under contract by Lowry & Mack of Windber for the Windber Water and Power Company, a subsidiary of the Berwind-White Coal Mining Company. Designed and constructed by Berwind-White's engineering department, this structure was completed in 1909. Three water companies, all owned by Berwind-White, received their water from Clear Shade Creek Dam: the Windber Water and Power Company (which supplied the Boroughs of Windber and Paint), the Paint Township Water Company (which supplied part of Paint Township), and the Scalp Level Water Company (which supplied the Borough of Scalp Level).

There were two dams in the Windber water system: one built by 1899 and located 2.5 miles east of Windber, and another approximately 3 miles west of town and in operation by 1909. Both of these dams were abandoned by 1916. By 1924 the average daily water consumption in Windber was 2 million gallons. The following year the Richland Township Water Company bought both the Paint Township Water Company and the Windber Water and Power Company.

In 1943, the Richland Township Water Company bought all the facilities previously leased from Berwind-White, including the Clear Shade Creek Dam and the Piney Run Dam. The Windber Area Authority, established in 1967, bought the Richland Township Water Company and is the present owner of the Clear Shade Creek and Piney Run dams, and of Windber's sewage treatment system. The 1977 flood washed away part of the breast and south spillway of the Clear Shade Creek Dam, but repairs were made the same year using concrete for added strength. By the 1980s water at the site was being chlorinated.

Sources:

Alcamo, Frank Paul. The Windber Story: A 20th Century Model Pennsylvania Coal Town. Privately printed, 1983.

"Dam Inspection Report on Clear Shade Dam," Thomas Romage, CIS IV, Construction Management, Pittsburgh, Pennsylvania to Joseph J. Ellam, Chief Division of Dam Safety, Harrisburg, Pennsylvania. March 6, 1984.

Department of Environmental Resource Reports on Bigby Run Dam. Available in Harrisburg, Pennsylvania.

Mash, Dennis. Manager, Windber Area Authority, Windber, PA. Telephone Interview, 8 December 1992.

Oldham, Sewell. Windber, PA. Personal Interview, 15 June 1991.

Sanborn Map Company. Windber, Pennsylvania. New York: Sanborn Map Company, 1899, 1904, 1910, 1916, and 1924 editions.

Windber Water and Power Company: Piney Run Dam

Approximately .25 miles southeast of Clear Shade Creek Dam
Shade Township

Construction Date: 1909

DESCRIPTION: The Piney Run Dam is smaller than the Clear Shade Creek Dam to the northwest, and is constructed of ashlar stone. A small one-story, gabled-roof clapboard gatehouse with an ashlar stone foundation is extant on the south side of the dam.

HISTORY: The Piney Run dam was built in 1909 to serve as a back-up or secondary water source to the Clear Shade Creek Dam. A flood in 1977 severely damaged the structure, but repairs were completed the same year.

Sources:

Alcamo, Frank Paul. The Windber Story: A 20th Century Model Pennsylvania Coal Town. Privately printed, 1983.

"Dam Inspection Report on Clear Shade Dam," Thomas Romage, CIS IV, Construction Management, Pittsburgh, Pennsylvania to Joseph J. Ellam, Chief Division of Dam Safety. Harrisburg, Pennsylvania. 6 March 1984.

Department of Environmental Resource Reports on Bigby Run Dam. Available in Harrisburg, Pennsylvania.

Mash, Dennis. Manager, Windber Area Authority. Windber, PA. Telephone Interview, 8 December 1992.

Oldham, Sewell. Windber, PA. Personal Interview, 15 June 1991.

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TRANSPORTATION INDUSTRIES

Baltimore and Ohio Railroad: Benford Tunnel

2 miles northeast of Harnedsville
Lower Turkeyfoot Township

Construction Date: ca. 1870

DESCRIPTION: The Benford Tunnel is 406' long and 18' wide at its widest point with brick portals and interior. The tunnel's portals, adorned with "BENFORD" in a raised brick pattern, face northwest and southeast. The single set of tracks through the curved Benford Tunnel breaks off from the double-track Pittsburgh Division in Confluence, creating the Fort Hill Low Grade Line. The Fort Hill Low Grade Line veers south, then east and northeast through the Benford Tunnel, and meets the other single track, forming the double track again, just before the eastern portal of the Brook Tunnel.

HISTORY: Chartered in 1824 to build a line from Baltimore to the Ohio River, it took nearly twenty years for the Baltimore and Ohio (B&O) Railroad to reach Cumberland, Maryland. Finally completed in 1842, plans were soon made to continue the line to Pittsburgh in order to service businesses dissatisfied with the slow Pennsylvania Canal and its portage railroad. However, it was not until 1858, when John W. Garrett became president of the B&O, that the project began to take any practical form. The Pittsburgh and Connellsville Railroad, chartered in 1837, had already attempted to construct the route but had been plagued with financial problems. The B&O Railroad pledged financial support in return for partial ownership. Construction began in Pittsburgh and Cumberland and met at Fort Hill, Somerset County, in 1871. The route was an engineering challenge, with many tunnels, bridges, curves and a steep, 2.5% grade on the east slope of the Allegheny Mountains to maneuver. The Confluence to Meyersdale route follows the Casselman River through a mountain valley and the many sharp curves on this route alone required the construction of four tunnels.

After establishing controlling interest in the B&O Railroad, the Chesapeake and Ohio Railroad began buying additional stock in the B&O in the 1960s. In 1973 these railroads and the Western Maryland Railway (which the B&O owned stock in) became part of the newly created Chessie System. CSX Corporation was created in 1980 to merge the Chessie System and the Seaboard System. Seven years later CSX Transportation, Inc. was formed.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Drury, George H. The Historical Guide to North American Railroads. Milwaukee: Kalmbach Publishing Company, 1985.

Mellander, Deane. B & O Thunder in the Alleghenies. Westfield, NJ: Bells & Whistles, 1983.

Stover, John F. History of the Baltimore and Ohio Railroad. West Lafayette, IN: Purdue University Press, 1987.

Baltimore and Ohio Railroad: Brook Tunnel

1 mile west of Fort Hill
Lower Turkeyfoot Township

Construction Date: 1884

DESCRIPTION: The Brook Tunnel is 1,856' long and 26' wide at the widest part and has stone portals and a stone interior. Stone plaques on each portal are inscribed with "BROOK" and carved in the keystones of each portal is "1884." The single-track route through the curved tunnel breaks off from the double-track Pittsburgh Division mainline at Confluence, creating the Fort Hill Low

Grade Line. The Low Grade Line runs through Benford Tunnel and meets the mainline again just east of Brook Tunnel's east portal.

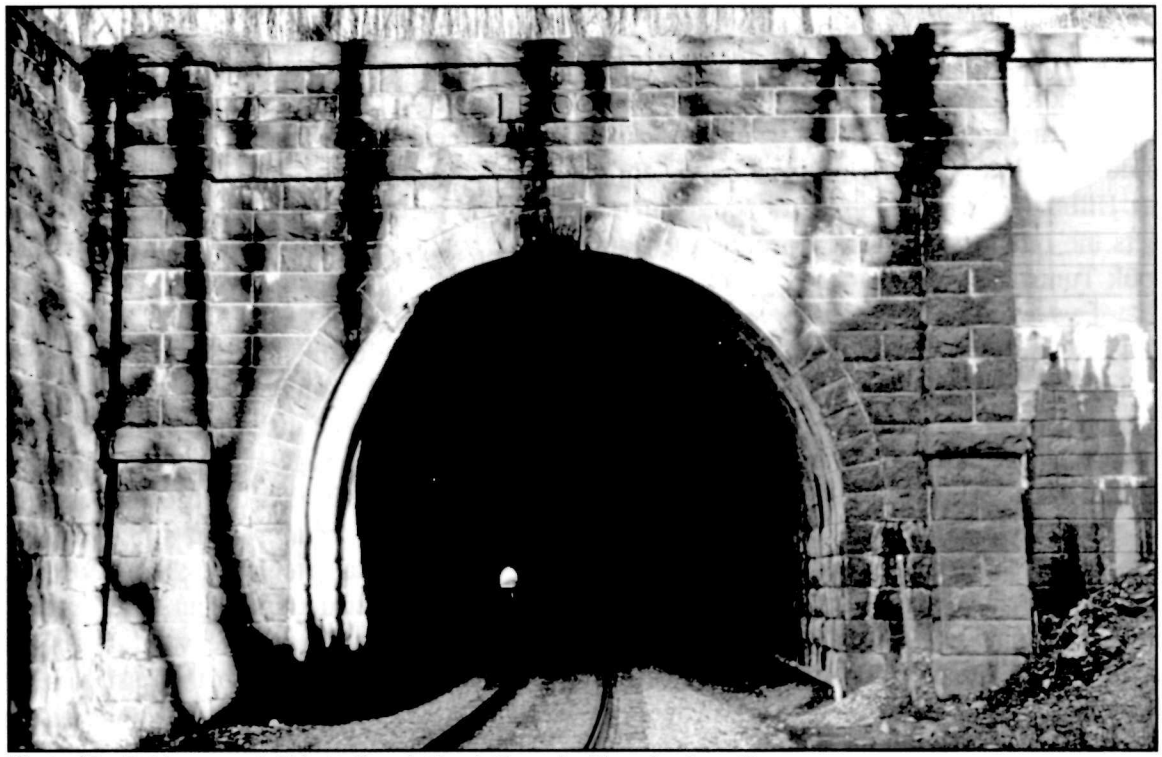

Photo 87. Baltimore and Ohio Railroad: Brook Tunnel. Photo by Scott Brown.

HISTORY: After completing construction of the Low Grade Line in the early 1880s, the B&O built Brook Tunnel in 1884 to replace an 1,800' timber crib tunnel that was set on fire by a spark from a passing locomotive. Before the tunnel was built, local farmers had rented horses to the railroad to pull trains over the steep hill at the site. It is likely that the original tunnel was named after Chauncy Brooks, Baltimore and Ohio Railroad president from 1855-1858. The "s" appears to have been dropped from the name of the present tunnel.

Sources:
Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.
Beers, F.W. County Atlas of Somerset County, Pennsylvania. New York: F.W. Beers & Co., 1876.
Wiltrow, Charles. Rockwood, PA. Telephone Interview, 1 June 1992.

Baltimore and Ohio Railroad: Confluence Freight Depot

Between Laurel Hill Creek and Baltimore and Ohio Railroad — Construction Date: ca. 1876
Borough of Confluence

DESCRIPTION: This one-story, hipped-roof freight depot is presently used for tool and equipment storage by CSX Transportation. The structure retains the Baltimore and Ohio Railroad colors of pale

yellow and brown on its tongue-and-groove clapboard exterior. A large freight door on the south side faces the tracks; on the north and west sides are windows and standard doors.

Photo 88. Baltimore and Ohio Railroad: Confluence Freight Depot. Photo by Scott Brown.

HISTORY: This structure may have been extant as early as 1876, since a railroad building on this site appears on the county atlas that year. In addition to the present freight depot, there was a turntable, a water tower, a passenger depot (also extant in 1876) and CF Tower, which was destroyed in recent years by a derailment. A rail spur that passed in front of this structure to Confluence Lumber Company was removed after 1954.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

Sanborn Map Company. Confluence, Pennsylvania. New York: Sanborn Map Company, 1924.

Baltimore and Ohio Railroad: Falls Cut Tunnel

Wills Creek
Fairhope Township

Construction Date: 1897

DESCRIPTION: The Baltimore and Ohio Railroad double-track Falls Cut Tunnel has brick portals and sidewalls as well as stone plaques inscribed with "18" "Falls Cut" "97" adorning both portals. Stone abutments are visible on both sides of the creek at two locations where the railroad spanned Wills Creek prior to the construction of the tunnel. The total length of the tunnel is 517', with a track grade of about 2%, while the widest part of the tunnel measures 30' across. At the east portal of the tunnel is a single-span, deck plate girder bridge. Another single-span plate girder bridge at the west portal spans Wills Creek Falls.

HISTORY: When completed in 1897 the Falls Cut Tunnel bypassed the previous crossing of Wills Creek at two points. The tunnel may have been constructed with bricks from the nearby Savage Fire Brick Company at Williams or at Keystone.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Co., 1876.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Baltimore and Ohio Railroad: Hollsopple Depot

Somerset & Cambria Branch
North side of SR 403
Borough of Benson (Hollsopple)

Construction Date: ca. 1880

DESCRIPTION: Presently vacant, the Hollsopple Depot is a clapboard structure with a hipped roof and a wide eave overhang. In addition to several freight and regular doors, there is a bay window that has been boarded up. The structure has two brick chimneys and a relatively contemporary concrete-block foundation.

HISTORY: As originally planned the Somerset & Cambria Branch of the Baltimore and Ohio Railroad was not going to pass through Hollsopple. However, in 1881 the B&O did begin service and this depot, called Bethel Station, was constructed shortly thereafter. There has been some discussion about restoring this structure as a local museum.

Sources:

"Baltimore and Ohio Railroad Company, List of Agents, Stations, Sidings and Distances," Issued 1 September 1889.

Hollsopple: A Century, 1880-1980.

Baltimore and Ohio Railroad: Jerome Junction Bridge

Spanning Stony Creek
Conemaugh Township

Construction Date: 1923

DESCRIPTION: This two-span, single-track, through plate-girder bridge has skewed stone abutments and a skewed concrete pier. Long ago abandoned, the rails have been removed.

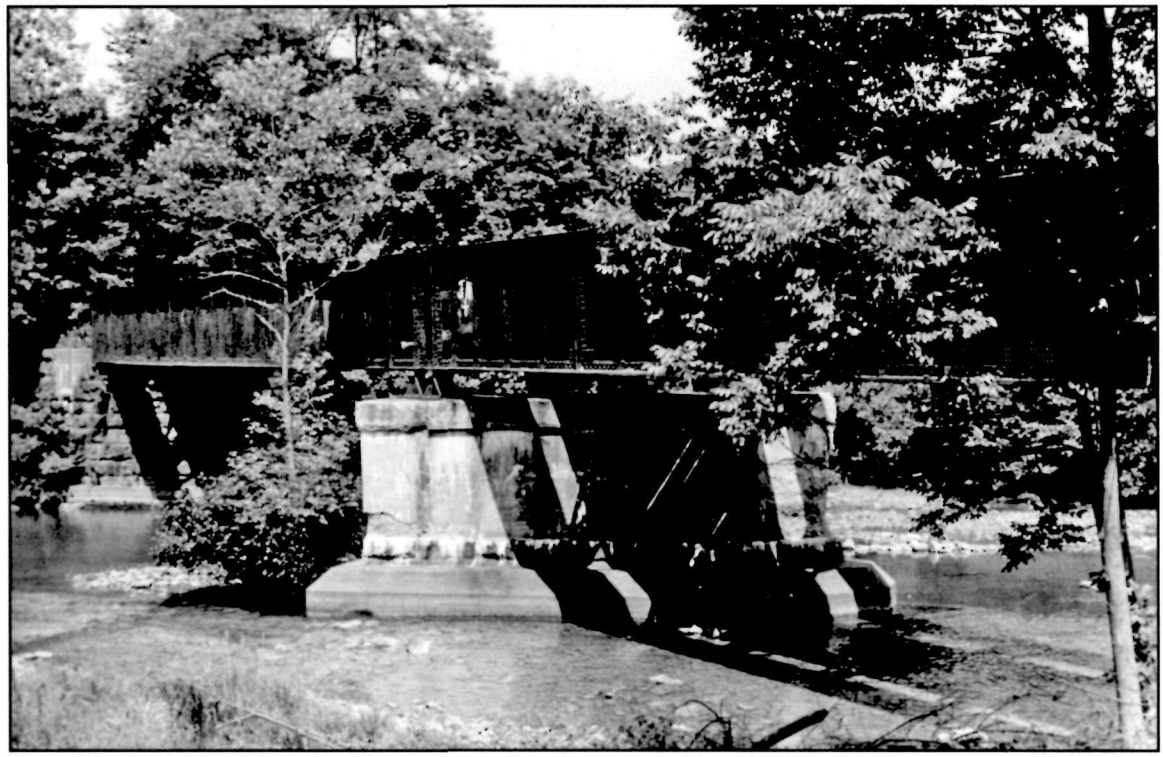

Photo 89. Baltimore and Ohio Railroad: Jerome Junction Bridge. Photo by Scott Brown.

HISTORY: This bridge was built by the Bethlehem Steel Company of Bethlehem, Pennsylvania, in 1923. The bridge once carried the Jerome Branch railroad cars to the coal mines at Hiyasota and Jerome in Conemaugh Township. Just to the north of this bridge the Jerome Branch met the Somerset & Cambria Branch at Jerome Junction, where JE Tower once stood.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Bridge plaque.

Baltimore and Ohio Railroad: Mance Curve Underpass

Spanning SR 2007 in Mance
Northampton Township

Construction Date: 1871

DESCRIPTION: This underpass carries the high curving grade of the Baltimore and Ohio Railroad in a half circle around the village of Mance. Only a few houses in the village are now extant. The segmental-arch tunnel has concrete portals, a lining of rough-faced ashlar stone at the base and concrete-over-brick on the arch. A tributary of Wills Creek flows through the grade under the road. On the south side of the underpass, on the west side of T 379, there is a large cut. An abandoned two-story, side-gabled, clapboard house faces these tracks.

HISTORY: Mance was originally known as "Bauman's Crossing," and its development was stimulated by the Baltimore and Ohio Railroad, which once made frequent stops there. Completed by 1871, the curve at Mance was needed to negotiate the steep grade up the eastern slope of Allegheny Mountain on the way to the summit at Sand Patch. It was partially patterned after the Pennsylvania Railroad's Horseshoe Curve near Altoona, which also has an underpass for a road and a creek that was completed in 1854. The house on the curve once had a platform that extended to the tracks and was probably used as a depot to house railroad workers.

Sources:

Berlin Sesquicentennial Steering Committee. The Sesquicentennial Book of Berlin, Pennsylvania and the Berlin Area, 1987. Berlin, PA: 1988.

Stone, Max. Berlin, PA. Telephone Interview, 26 April 1992.

Baltimore and Ohio Railroad: Meyersdale Depot

Meyers Avenue and Chestnut Street
Borough of Meyersdale

Construction Date: ca. 1875

DESCRIPTION: Presently used as an office for CSX Transportation, this hipped-roof frame depot has two sections, one slightly smaller than the other. The roof has a wide eave overhang with carved brackets. Brick appears to have been added from the foundation to the windows, which are not original, however the freight doors on the north, south, and east walls appear to be original. A platform has been removed from the north side of the depot, but one remains on the east end. A short spur extends behind the depot. Hanging from the eaves at both ends of the depot are wooden signs bearing the name "MEYERSDALE."

HISTORY: Meyersdale Depot was constructed during the same period as the Pittsburgh & Connellsville Railroad in 1871. Shortly afterward the Pittsburgh & Connellsville became part of the Pittsburgh Division of the Baltimore and Ohio Railroad. At one time there was a small second-story gabled-roof section, but it has been removed.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

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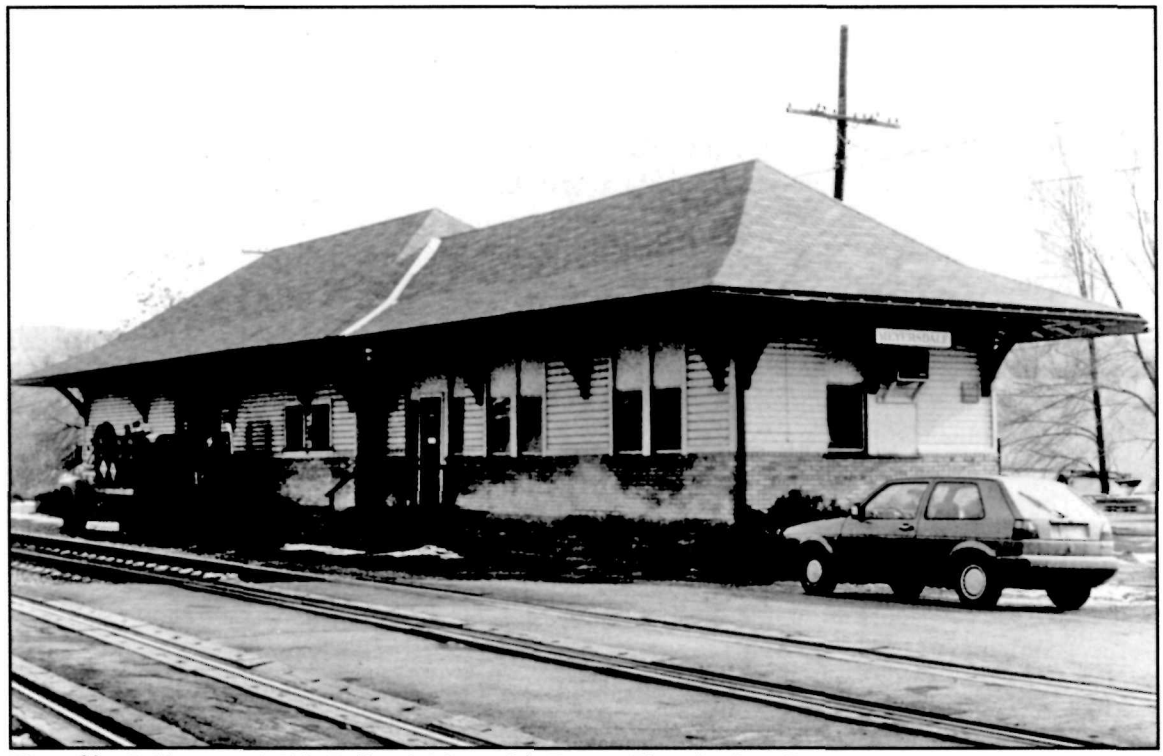

Photo 90. Baltimore and Ohio Railroad: Meyersdale Depot. Photo by Scott Brown.

Baltimore and Ohio Railroad: Pinkerton Tunnel

2 miles south of Markleton
Upper Turkeyfoot Township

Construction Date: 1885

DESCRIPTION: The Baltimore and Ohio Railroad Pinkerton Tunnel runs parallel to the 1911 Western Maryland Railway Pinkerton Tunnel, and cuts through Pinkerton Point on the Casselman River. The 1,081' tunnel is constructed entirely of stone, and above both portals are two stones inscribed with "Pinkerton" and "1885." Originally constructed as a double-track tunnel, presently only one set of tracks passes through.

HISTORY: Baltimore and Ohio Railroad's Pinkerton Tunnel was constructed in 1885. Sometime between 1954 and the present the double-track mainline through the tunnel was reduced to a single set of tracks. See Baltimore and Ohio Railroad: Benford Tunnel.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Baltimore and Ohio Railroad: Rockwood Depot

Confluence of Coxes Creek and Casselman River
Borough of Rockwood.

Construction Date: 1871

DESCRIPTION: Rockwood Depot is a one-story wood structure, with an asphalt-shingled hipped roof. The structure is sheathed in wood clapboard and there are two large freight doors on the south and west sides. This site is at the intersection of the mainline and the Somerset & Cambria Branch of the B&O Railroad, and is known as the Somerset & Cambria Branch Switch. The mainline tracks are to the south of the depot and a spur and "Y" intersection are to the north.

HISTORY: The Rockwood Depot was constructed in 1871, the same year the Pittsburgh & Connellsville (Baltimore and Ohio) Railroad was completed from Connellsville to Cumberland. Then named Mineral Point, the town's growth was a direct result of the success of the new railroad. Also in 1871, the line from Rockwood to Somerset was completed by the Somerset and Mineral Point Railroad. The B&O Railroad later acquired this branch, and extended it to Johnstown in 1881.

A photograph taken from a nearby hill in the 1920s clearly depicts a depot larger than the one today. A derailment sometime during the 1950s caused severe damage to the depot and could account for the present smaller size. It had a two-story section at the center, with a gabled roof flanked by two one-story additions. A two-story telegraph building stood on the same side of the mainline tracks as the depot, but on the other side of the viaduct. This viaduct spans the mainline and Casselman River on the east side of the depot. The telegraph office used the call letters "RW," and existed as early as 1905. A railroad locomotive repair shop that was demolished in the 1950s stood to the west of the depot. Rockwood House, a hotel that catered to railroad travelers, once stood on the south side of the mainline tracks, just to the west of the depot.

During the 1920s there were two round-trip passenger trains daily to Johnstown from the B&O Railroad mainline at Rockwood, but this service was suspended in 1929. In 1954 there was a 42' track scale with a capacity of 200,000 pounds.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Co., 1876.

Park, George. Rockwood, PA. Personal Interview, 5 June 1991.

Baltimore and Ohio Railroad: Rockwood Viaduct

Spanning B&O Railroad and Casselman River
Borough of Rockwood

Construction Date: ca. 1912

DESCRIPTION: The Rockwood Viaduct is a curved, eight-span plate-girder structure. Presently abandoned, the rails are still extant on the single-track structure. The concrete abutment on the Rockwood bank is skewed (and at a higher grade than the adjacent Somerset & Cambria Branch) while the one on the Black Township bank is not. Spanning the Casselman River are five deck plate-girder sections on concrete piers. Two through plate-girder sections with metal plate guards span

Photo 91. Baltimore and Ohio Railroad: Rockwood Viaduct. Photo by Scott Brown.

several sets of tracks, including the mainline, a set ending behind the nearby Rockwood Depot (see Baltimore and Ohio: Rockwood Depot), and a set forming a wye. Supporting these two spans is a skewed concrete pier with a steel bent providing additional support to one of these spans. Some pier deterioration is evident.

HISTORY: The Rockwood Viaduct was constructed around 1912 when the Connellsville Subdivision of the Western Maryland Railway was completed. The viaduct was built by the B&O Railroad for use by the Western Maryland Railway, to reach Coal Junction. Western Maryland Railway had trackage rights over the Somerset & Cambria Branch of the B&O to Coal Junction. A ca. 1920 photograph depicts the structure with "BALTIMORE AND OHIO FREIGHT LINE" painted on its east side. Rail traffic probably stopped in the mid-1970s when the Western Maryland Railway Connellsville Subdivision was abandoned. See Baltimore and Ohio Railroad: Benford Tunnel.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Baltimore and Ohio Railroad: SA Tower

Between SR 2006 and west portal of Sand Patch Tunnel
Larimer Township

Construction Date: ca. 1912

DESCRIPTION: Located at a strategic point on the B&O Railroad, at the summit of the Sand Patch Pass of Allegheny Mountain, the SA Tower is a two-story brick structure with a concrete foundation and a hipped roof with wide eaves. Its first-floor windows contain four panes each with slightly arched lintels. Several of the two-over-two-light, double-hung second floor windows have been replaced with glass blocks. Raised and recessed brick patterns adorn the facades.

The tower controls the switching and signalling of railroad cars through the use of hydraulic switching rods that run alongside the tracks to the two double crossovers. While this is an outdated switching system, frequent maintenance allows SA Tower to continue to serve its purpose. Track switches manufactured by the General Railway Signal Company of Rochester, New York, are in use, including early hand-controlled levers in the second floor control room. Signals to proceed are activated by these levers only when the track switches are in the correct and locked positions. The traffic at the bottom of Sand Patch grade in Bedford County is controlled by Q Tower.

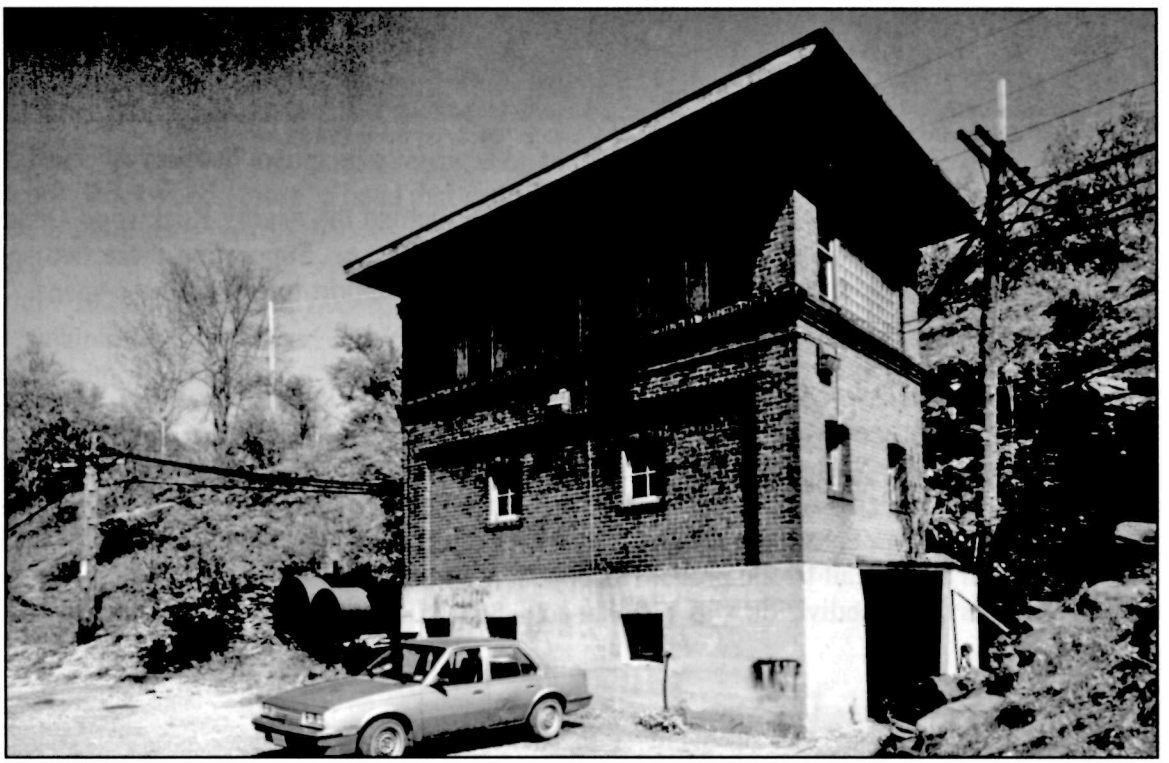

Photo 92. Baltimore and Ohio Railroad: SA Tower. Photo by Jet Lowe.

HISTORY: SA Tower, constructed probably around 1912, was named for the original telegraph call letters. It most likely replaced an earlier frame tower that once stood on the opposite side of the tracks. It remains an important site on the Pittsburgh Division of the Baltimore and Ohio Railroad.

Adjacent to SA Tower was the town of Sand Patch. Another tower at Manilla on the east side of the tunnel, GR Tower, once controlled traffic on that side of the tunnel. No longer extant and almost identical to SA Tower, it replaced a frame two-story structure at that site probably about 1912. Track switching at the site of GR Tower is now controlled from SA Tower. Because railroads are shifting to centralized traffic control systems run by computers, and replacing towers with small signal cabinets with electrical switches, this tower may soon become obsolete.

Sources:
Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.
Beers, F.W. County Atlas of Somerset Pennsylvania. New York: F.W. Beers & Co., 1876.
Mellander, Deane. B&O Thunder in the Alleghenies. Newton, New Jersey: Carstens Publications, Inc., 1983.
Stone, Max. Berlin, PA. Telephone Interview, 26 April 1992.

Baltimore and Ohio Railroad: Salisbury Branch Bridge

Spanning Casselman River — Construction Date: unknown
Borough of Myersdale and Summit Township

DESCRIPTION: This Pratt through truss is a single-track bridge with ashlar stone and concrete abutments. Although the structure has been abandoned, the rails that were rolled in 1951 are still there. This is the last extant bridge on the Salisbury Branch, where once there were as many as three other truss bridges. Abutments from several bridges are extant along the route.

HISTORY: This bridge was built either by the Baltimore and Salisbury Railroad, or by the Baltimore and Ohio Railroad, which later absorbed this railroad and renamed it the Salisbury Branch. The Salisbury Branch met the mainline just to the north, at Salisbury Junction.

Sources:
Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.
Fisk, Sally. "Rail removal marks end of era," Somerset Daily American, n.d.

Baltimore and Ohio Railroad: Sand Patch Tunnel

West portal approximately .5 miles northeast of SR 2006, Village of Sand Patch — Construction Date: 1912
Sand Patch, Larimer Township

DESCRIPTION: Located at the Sand Patch Pass of Allegheny Mountain just past the 2,258' summit, the present Sand Patch Tunnel is the second tunnel at this site to be given that name. A cut is extant near the site of the east portal of the original tunnel but most of the original tunnel just to the south and parallel to the present tunnel has long since collapsed. The west portal has completely deteriorated, while stones at the east portal have been removed. There is one remaining brick oval air shaft above the original tunnel. On the east side of the present tunnel two grades leading to the original tunnel are extant. One of these grades meets the present tracks at what is known as Manilla, the former site of GR Tower.

Photo 93. Baltimore and Ohio Railroad: Salisbury Branch Bridge. Photo by Scott Brown.

The Sand Patch Tunnel is 4,475' long and 31' wide (at its widest point) and has concrete portals and a concrete interior. Inscribed above the east portal is "SAND PATCH." Between the summit and the west portal is a deep cut in the mountain. There are two brick air shafts over the present Sand Patch Tunnel: No. 1 Shaft (200' deep) and No. 2 Shaft (133' deep) are both constructed of brick and have concrete bases and roofs built over the top. Shaft No. 1, located on the east side of SR 160, is oval with a deteriorating base, has several bands of brick near the top and bears a concrete plaque noting that it was "Lined 1928" and bearing the names of officials. Shaft No. 2, located on the west side of SR 160, has a stone plaque inscribed with the date "1919" and the names of men and their titles involved in the construction of the tunnel.

HISTORY: Construction began on the original Sand Patch Tunnel in 1854 by the Pittsburgh and Connellsville Railroad Company. The single-track tunnel had stone portals, a timber-cribbed interior and three brick air shafts. The railroad constructed approximately thirty houses for workers above the tunnel itself. These houses were razed in the 1920s after all work on the present tunnel had been completed. The town of Sand Patch, built primarily along the tracks, once included a post office (established in 1873), the Sand Patch Hotel, at least two stores and as many as twenty dwellings (one is extant facing the tracks). Railroad structures included a switch tower, a depot, coal and water stations as well as a "wye". The contractors for the original tunnel, Carr & Gould, began preliminary work on the tunnel before any grading of the right-of-way because of the difficulty of excavating such a long tunnel. Irish laborers were brought in to work on the project and construction proceeded sporadically for many years, including during the period of the Civil War.

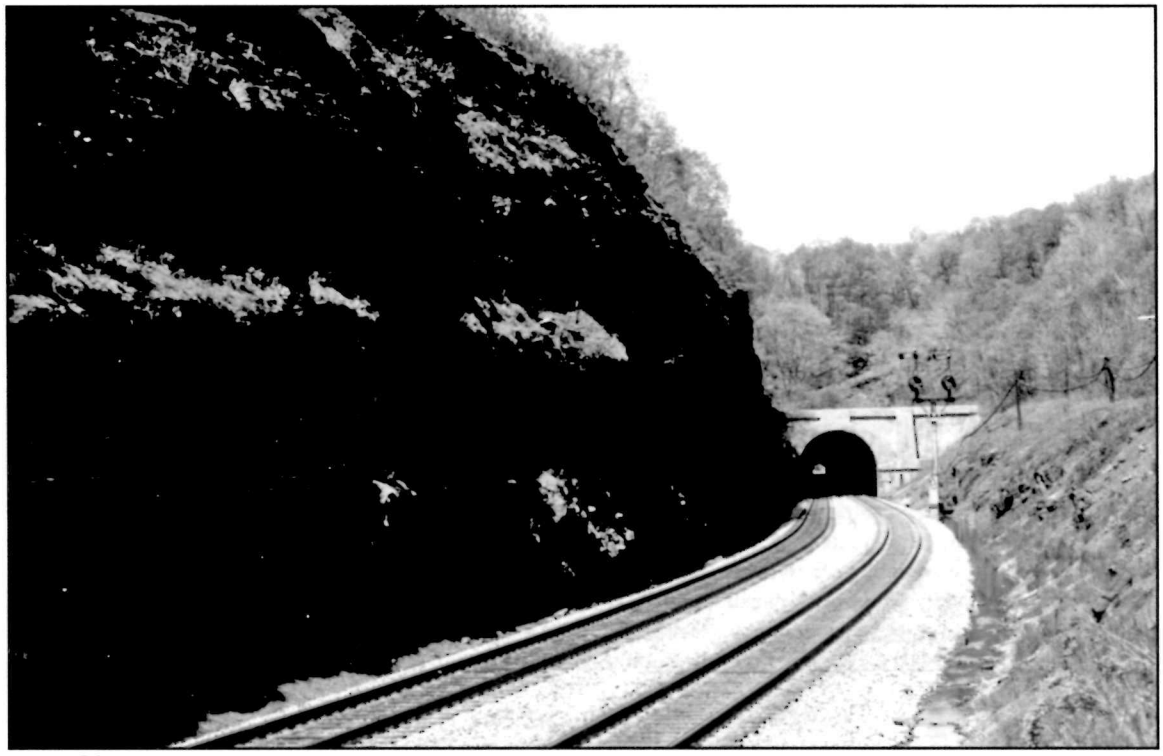

Photo 94. Baltimore and Ohio Railroad: Sand Patch Tunnel. Photo by Jet Lowe.

In 1867 work resumed in earnest and the tunnel was finally completed in 1871 at a length of 4,777'. Reportedly a date stone above the east portal bore the date "1864."

The original Sand Patch Tunnel served adequately until after the turn of the century, when increasing traffic and the possibility that a competitive tunnel might be built in the area by the Western Maryland Railway forced the Baltimore & Ohio to begin planning a second tunnel through Sand Patch Pass. A plan for a 2.6-mile low-grade tunnel with its west portal in Glade City was rejected in favor of a double-track tunnel just to the north. The original single-track tunnel would be retained for use by slower trains. The Kerbaugh Construction Company began work in 1911 with headings made from both portals and the two shafts. A small reservoir, extant but filled with brush, was constructed between SR 160 and Shaft No. 1 to provide water needed for drilling hydraulics and steam power. Unfortunately the new tunnel was excavated too close to the original one and in 1912 a 250' section near the west portal collapsed from a hillside that gave away above. Trains were diverted to the recently completed Western Maryland Railway route nearby. The debris was cleared and the west portal was constructed 200' farther west than originally planned to protect the tracks from possible further slides. Rebuilding after the collapse, which included excavation from the air shafts, was an immense undertaking. Some 1,000 men labored for fifty days, and a number of fatalities occurred during construction. The present tunnel, when completed in 1912, was at a higher elevation than the original but was shorter in length. The original Sand Patch Tunnel was eventually abandoned sometime after railroad officials concluded that the present tunnel was able to handle all the traffic.

During World War I an army encampment was established above the tunnel for patrols guarding against possible sabotage. Stone bake ovens are extant at the site. In 1941, William Stone bought from the Baltimore & Ohio Railroad 600 acres, known as the "Sand Patch Tract," that included the original tunnel. Three years later stones from east portal of the original tunnel were removed and used to construct the foundation of Stone's Tavern (now the Rainbow Lounge) above the tunnel on SR 160. The face stone bearing "SAND PATCH" was also incorporated into the basement wall. After the railroad phased out steam locomotives with their excessive smoke in the 1960s, it was able to build roofs over the two air shafts above the present tunnel to cut down on ice build-up on the interior.

Sources:

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"B. & O. Low Grade an Assured Fact," Meyersdale Republican, 25 August 1910.
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"Contract Is Let for New Tunnel," Meyersdale Republican, 20 April 1911.
"Death Exacts More Toll in New Tunnel," Meyersdale Republican, 21 December 1911.
"Father Brady First Man Through the New Tunnel," Meyersdale Republican, 14 December 1911.
"First Fatality at the Tunnel," Meyersdale Republican, 20 July 1911.
Fuller, Paul. Meyersdale, PA. Telephone Interview, 22 July 1991
"Large Landslide at 'Culebra' Cut," Meyersdale Republican, 21 March 1912.
"Many Rumors as to B. & O. Plans," Meyersdale Republican, 2 May 1912.
"More B. & O. Engineers Here," Meyersdale Republican, 28 March 1912.
"New Sand Patch Tunnel Opened to Traffic Xmas Eve," Meyersdale Republican, 26 December 1912.
"New Superintendent on Sand Patch Job," Meyersdale Republican, 25 April 1912.
"Officials Here on Inspection Tour," Meyersdale Republican, 14 November 1912.
"Old Sand Patch Tunnel Caved In," Meyersdale Republican, 11 July 1912.
"Old Tunnel Now Abandoned to Bats," Meyersdale Republican, 30 January 1913.
"Progress Made at Sand Patch," Meyersdale Republican, 8 August 1912.
Rosenberger, Homer T. "How Pittsburgh Gained an Additional Rail Outlet to the Seaboard in the Twentieth Century," Pennsylvania History 35, no. 2 (April 1968).
"Sand Patch Scene of Great Activity," Meyersdale Republican, 18 July 1912.
"The Sand Patch Tunnel Improvements," Railway Age Gazette, 4 April 1913.
Stone, Max. Berlin, PA. Telephone Interview, 26 April 1992.
"Three Men Killed in the New Sand Patch Tunnel," Meyersdale Republican, 5 October 1911.
"Tunnel or Open Cut," Meyersdale Republican, 23 March 1911.

Baltimore and Ohio Railroad: Shoofly Tunnel
1 mile east of Fort Hill
Upper Turkeyfoot Township
Construction Date: ca. 1880s

DESCRIPTION: The Baltimore and Ohio Railroad Shoofly Tunnel is a single-track brick-portaled and brick-lined railroad tunnel constructed in the 1880s. Near both portals are switches that bring two sets of tracks of the mainline down to one. The curved, horseshoe-arched tunnel is 307' long and 30' wide. On both portals above the openings are rectangular brick patterns with "SHOOFLY" in raised brick. On both sides of the name there is a pattern laid diagonally made up of the ends of bricks. The arches are made up of five bands of brick. Over the raised bricks that form the keystone on the east portal is what appears to be "1902." On the west portal there is a deteriorating concrete parapet.

HISTORY: Originally constructed for two tracks, the tunnel presently handles only one. Renovations may have been done to the structure in 1902. See also Baltimore and Ohio Railroad: Benford Tunnel.

Sources:
Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Baltimore and Ohio Railroad: Somerset Shops
SR 3025; west of Borough of Somerset
Somerset Township
Construction Date: 1910

DESCRIPTION: The Baltimore and Ohio Railroad Somerset Shops consist of several structures on both sides of SR 3025. These shops functioned as a maintenance facility for the Somerset & Cambria Branch of the B&O Railroad. On the west side there is a two-story frame tower covered in aluminum siding, and an early B&O Railroad passenger car. To the south is a long one-story structure. The north section was probably used as a blacksmith shop, as indicated by a circular metal vent on the roof. The building is a tongue-and-groove clapboard, hipped-roof structure. On the south end of the building is a one-story, board-and-batten gabled-roof addition. South of that building is a small, one-story, tongue-and-groove clapboard, hipped-roof structure that was probably a supply house. Evidence of many sets of railroad tracks exist between these two structures, and the tracks used by CSX Transportation. The site is being used as a scrap yard. The area around the supply house is used to store telephone poles.

On the east side of SR 3025 are early B&O Railroad passenger and freight cars that are used as offices for CSX Transportation. To the north are two early B&O box cars. The concrete foundation of the roundhouse is extant with brick and rubble in the concrete mechanics' pits. There are two structures to the north of the roundhouse site. The first was most likely an oilhouse; it is an exposed frame gabled-roof structure, with a hose apparatus over an abandoned set of tracks. To the north of this structure is a small tongue-and-groove, clapboard, hipped-roof building. Two sidings from the yard cross Coxes Creek on both the east and west sides of SR 3025.

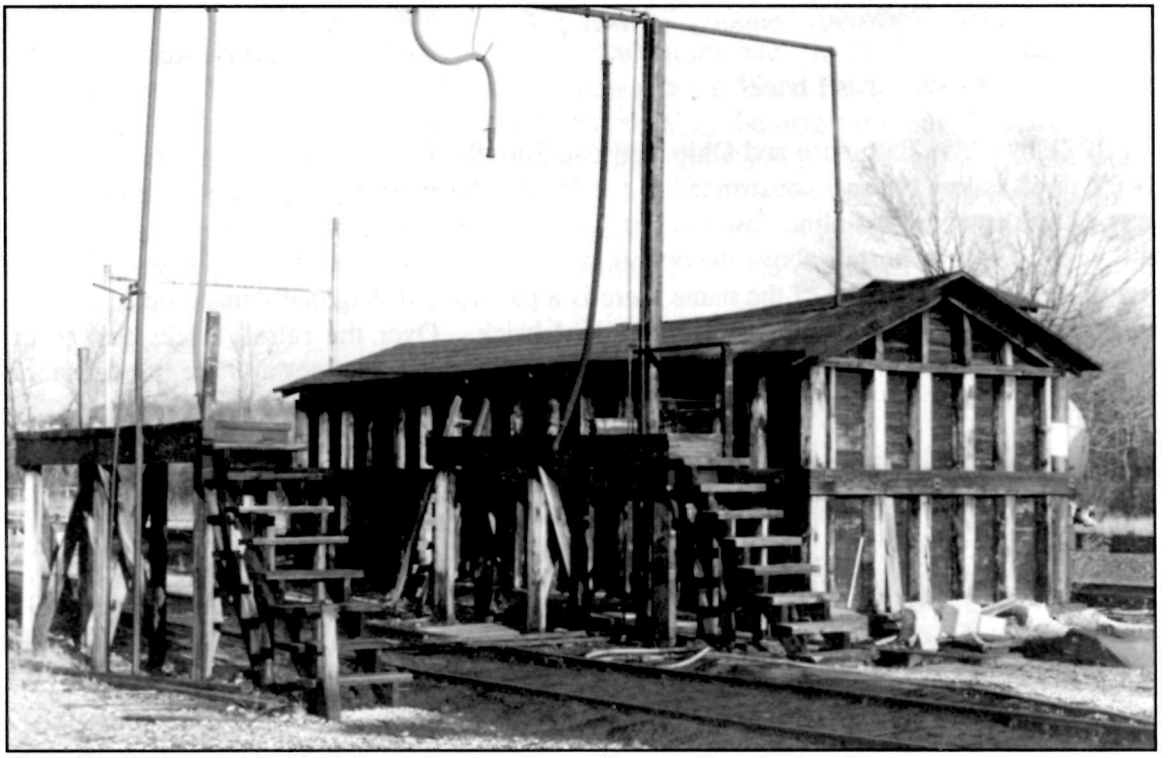

Photo 95. Baltimore and Ohio Railroad: Somerset Shops oilhouse. Photo by Scott Brown.

HISTORY: The Baltimore and Ohio Railroad constructed the Somerset Shops between 1910 and 1916. The shops began with fifty-two employees and by 1931 employment was at its peak, with a work force of ninety-seven. On the north side of an 80' electric turntable was a combination machine shop/powerhouse and a roundhouse. Just to the north of the roundhouse was an office/supplyhouse. The roundhouse was expanded from two to six tracks sometime between 1924 and 1930. By 1930 a rooming house existed on the north side of the yards provided temporary housing for railroad workers. The southern section of the blacksmith shop was probably constructed after 1930. By 1941 employment at the shops had dropped to fifty-eight.

Sources:

Baltimore and Ohio Railroad Company. "Official List No. 30, Form 6: Officers, Agents, Stations, Sidings and Mileage of the Above Line." 1 January 1954.

Commonwealth of Pennsylvania, Department of Internal Affairs. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

Sanborn Map Company. Somerset, Pennsylvania. New York: Sanborn Map Company, 1917, 1924, and 1930 editions.

Baltimore and Ohio Railroad: Wells Creek Bollman Bridge

T 381; 1.5 miles northwest of Meyersdale
Summit Township

Construction Date: 1871

DESCRIPTION: The Wells Creek Bollman Bridge employs a Warren truss design, rather than a Bollman truss, which its designer Wendell Bollman was noted for. Originally constructed as a railroad bridge, it is presently used as a vehicular bridge. It is 81' long and 13' feet wide. The east abutments are constructed of concrete, while the west are earthen with wood ties. This bridge has a wood deck, and ornate cast-iron end pieces, lacework, and compression members. End posts and tension members are constructed of wrought iron.

Photo 96. Baltimore and Ohio Railroad: Wells Creek Bollman Bridge. Photo by Jet Lowe.

HISTORY: Designed by the renowned self-taught engineer Wendell C. Bollman in 1871, this bridge is the last remaining on the Pittsburgh Division designed by him. The bridge originally carried the Baltimore and Ohio Railroad over Wills Creek. It was moved about 1910 to the present location after it was no longer able to carry safely the newer and heavier locomotives.

Bollman began his career with the Baltimore and Ohio Railroad as a carpenter in 1828. By 1840 he was designing bridges, and in 1852 received a patent for his unique design known as the Bollman truss. Wendell Bollman left the B&O and founded W. Bollman and Company in 1858 with his partners John Clark and John H. Tegmeyer. The railroad continued to contract with him for bridge design, this bridge included. Not all his designs used the Bollman truss. W. Bollman and Company

dissolved about 1863, but two years later Bollman founded Patapsco Bridge and Iron Works, which lasted until his death in 1884.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986

Commonwealth of Pennsylvania, Department of Transportation, Engineering 9-0 computer database.

Commonwealth of Pennsylvania. Historic Highway Bridges in Pennsylvania. Harrisburg, PA: Commonwealth of Pennsylvania, 1986.

Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, DC: Society for Industrial Archeology, 1984.

National Register of Historic Places Nomination Form. W. Bollman & Company Bridge.

Schodek, Daniel L. Landmarks in American Civil Engineering. Boston: The Massachusetts Institute of Technology, 1987.

Photo 97. Baltimore and Ohio Railroad: Wells Creek Bollman Bridge, detail. Photo by Jet Lowe.

Barronvale Bridge

T 501 spanning Laurel Hill Creek
Middle Creek Township

Construction Date: 1846

DESCRIPTION: The Barronvale Bridge is a Burr-arch multiple kingpost covered bridge, measuring 162' 3" long and 13' 10" wide. The double-span bridge (92' and 55') is the longest of the remaining covered bridges in Somerset County. Closed to vehicular traffic, this county-owned bridge has stone abutments, a stone pier, and vertical-plank half sidewalls.

HISTORY: The Barronvale Bridge was constructed in 1846 by John Mong for $738. This bridge replaced an earlier covered bridge at the site, constructed in 1830. Major renovations were made on the bridge after a flood in 1906 caused severe damage. It was reinforced with wood circular arches and iron rods. In 1962 the present concrete bridge was constructed, relieving the Barronvale Bridge of vehicular traffic.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

Zacher, Susan. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Photo 98. Barronvale Bridge. Photo by Scott Brown.

Beachy Street Bridge

T 805 spanning Casselman River
Border of Salisbury and Elk Lick Township

Construction Date: 1894

DESCRIPTION: This through Pratt truss has a span of 107' over the Casselman River and a roadway width of 12'. Connecting the north end of Salisbury with the north end of West Salisbury, the structure has concrete abutments and a wood plank deck.

HISTORY: Contemporary guardrails have been added to the bridge. Constructed in 1894, the vertical or compression members have riveted lattice bracing.

Sources:
Commonwealth of Pennsylvania Department of Transportation. Engineering District 9-0 computer database.

Beaver Dam Creek Bridge

SR 4023 spanning Beaver Dam Creek .5 miles northeast of Jenner crossroads — Construction Date: 1917
Jenner Township

DESCRIPTION: This Lutent-patent concrete arch bridge has a span of 38' and a roadway width of 16'. With inscribed rectangular line patterns in the parapet walls, it is a typical example of a bridge design patented by Daniel Lutent.

HISTORY: This structure was built in 1917, with W.G. Ferner serving as contractor.

Sources:
Bridge plaque.
Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.

Bens Creek Bridge

SR 4016 spanning South Fork of Bens Creek
1 mile north of Thomas Mills — Construction Date: 1917
Conemaugh Township

DESCRIPTION: State Route 4016, a paved road extending through a mountainous area near Jerome, crosses the South Fork Bens Creek with this single-span concrete-arch bridge. The bridge is 46' long and 15' wide. It has concrete abutments and wingwalls, and an inscribed concrete parapet wall.

HISTORY: According to the builder's plate, this bridge was built in 1917 by W.G. Ferner. It is typical of reinforced concrete arch bridges constructed in the region in the first two decades of the twentieth century. Numerous other examples of this bridge type are extant in Somerset County.

Sources:
Bridge plaque.
Pennsylvania Department of Transportation. "List of Bridges in Somerset County," (computer printout), 20 December 1990.

Burkholder Bridge

T 548 spanning Buffalo Creek — Construction Date: 1870
Brothers Valley Township

DESCRIPTION: The Burkholder Bridge is a Burr-arch covered bridge measuring 52' in length and 12' in width. This county-owned structure originally had a clearance of 9'-6" but after its recent renovation a hanging sign has reduced the clearance to 8'.

Photo 99. Burkholder Bridge. Photo by Scott Brown.

HISTORY: Constructed in 1870, the Burkholder Bridge's builder is not known. The original timber stringers were replaced by steel ones in the twentieth century. The Burkholder Bridge recently underwent a major renovation, including the addition of steel beams under the structure to relieve the original Burr-arch truss.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

Zacher, Susan. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Casselman River Bridge

2 miles northeast of Salisbury
Elk Lick Township

Construction Date: 1894

DESCRIPTION: Township Road 502 is a narrow paved road serving a rural area south of Meyersdale. This single-span, pin-connected Pratt through truss carries T 502 over the Casselman River. It contains an upper chord (composed of laced channel sections), vertical (laced angle sections), and hip vertical, diagonals, and a lower chord (all composed of eyebars). The wood deck is supported by steel I-beams, which in turn rest on steel I-beam floor beams. The bridge is 111' long and 11' wide, and rests on stone abutments. The north side of the bridge contains stone wingwalls.

HISTORY: According to the builder's plate, this bridge was built in 1894 by Horseheads Bridge Company of Horseheads, New York. The Horseheads Bridge Company was established in 1890 and operated until 1900, when it was acquired by the American Bridge Company of U.S. Steel.

Sources:
Bridge plaque.
Pennsylvania Department of Transportation. "List of Bridges in Somerset County" (computer printout).

Coxes Creek Bridge

T 485 spanning Coxes Creek
Milford and Black Townships

Construction Date: 1900

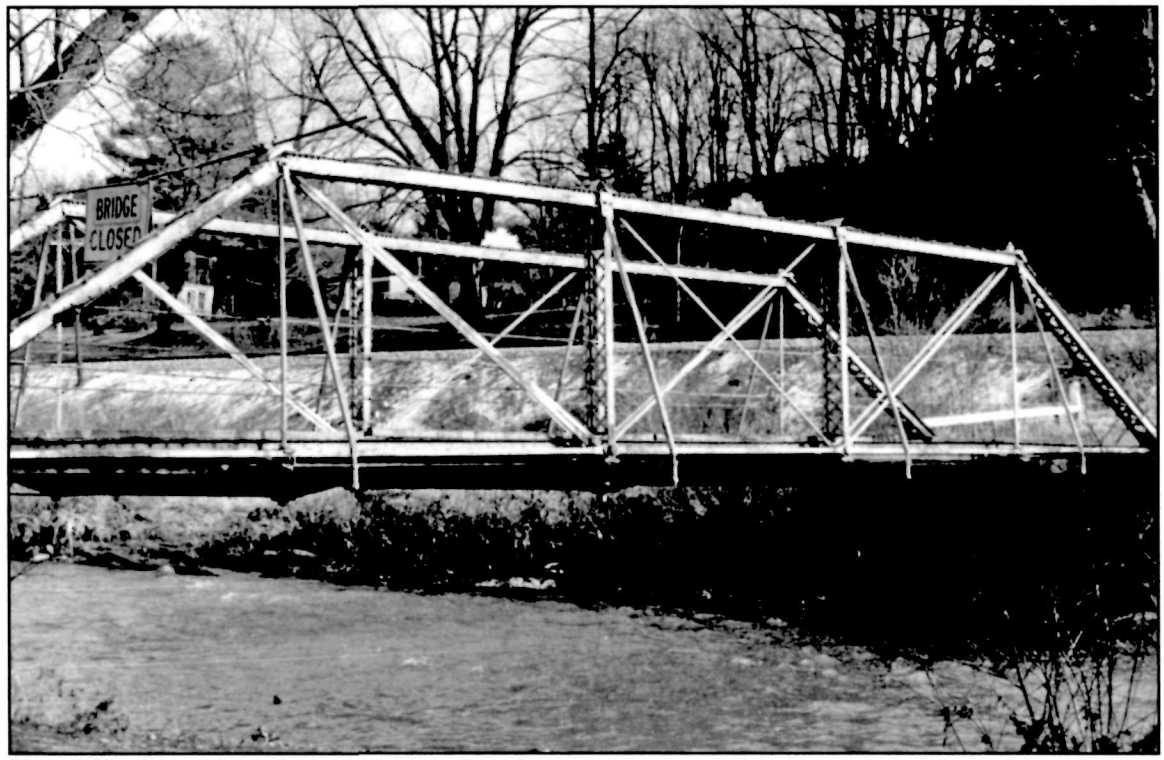

Photo 100. Coxes Creek Bridge. Photo by Scott Brown.

DESCRIPTION: This Pratt pony truss bridge with stone abutments has been abandoned. On the east bank in Black Township is the raised grade of the Somerset & Cambria Branch of the B&O Railroad. The other plate on the opposite top chord lists the county commissioners at the time. There are four outriggers on each side and the bridge has a wood plank deck.

HISTORY: A builder's plate on one of the top chords indicates that the bridge was constructed in 1900 by Walker Brothers Contractors of Charleston, West Virginia.

Sources:
Bridge plaque.

Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, DC: Society for Industrial Archeology, 1984.

Fall Creek Bridge

T 493 spanning Fall Creek, 3 miles northwest of Stoystown — Construction Date: 1912
Middlecreek Township

DESCRIPTION: Township Road 493 is located in a mountainous section of southern Somerset County and extends along Fall Creek in Middlecreek Township. The Fall Creek Bridge is a single span concrete arch structure that crosses Fall Creek. The bridge is 45' long x 15' wide. It has concrete abutments, concrete wingwalls, and an inscribed concrete parapet wall.

HISTORY: The Farris Bridge Company of Pittsburgh, Pennsylvania, constructed this single span concrete arch bridge in 1912. At that time A.E. Rayman served as superintendent of bridges for Somerset County. The bridge carries a rural road across Fall Creek Run and is in fair to deteriorated condition. Numerous other examples of this bridge type are extant in Somerset County.

Sources:
Bridge plaque.
Pennsylvania Department of Transportation, "List of Bridges in Somerset County" (computer printout).

Fike Bridge

Bender Bridge Road T 504 — Construction Date: 1885
Summit Township

DESCRIPTION: This pony Warren truss has a span of 45' and a roadway width of 13'. It has both stone and concrete abutments. The little-traveled T 504 (Bender Bridge Road) forms an "S" curve at the bridge, which is most likely constructed of iron.

HISTORY: The bridge was constructed in 1885 by Penn Bridge Works of Beaver Falls, Pennsylvania. This company was established in 1868 as the Penn Bridge Company.

Sources:
Bridge plaque.
Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.
Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.

Fleegle Bridge

T 666 spanning Stony Creek — Construction Date: 1887
Quemahoning Township

DESCRIPTION: This Pratt through truss with concrete abutments is 95' long and 13' wide. Three of the four decorative finials still adorn the portal struts of the bridge. Plaques above both portal

struts bear the construction date of 1887 and the name of its builder, Groton Iron Bridge Company of Groton, New York.

HISTORY: Groton Iron Bridge Company was founded in 1877. Later the name was changed to Groton Bridge and Manufacturing Company. In addition to bridges, the company manufactured punches and straightening and woodworking machines. Groton was acquired by American Bridge Company in 1900. The following year it was sold and became Groton Bridge Company.

Sources:
Bridge plaque.
Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.
Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, D.C.: Society for Industrial Archeology, Occasional Publication No. 4, 1984.

Glessner Bridge

T 565, 1 mile west of Shanksville
Construction Date: 1881
Stony Creek Township

DESCRIPTION: The Glessner Bridge is a single-lane, kingpost-truss covered bridge. This county-owned vehicular bridge is 90' long and 12' wide. Prior to the addition of a concrete pier at the center, the bridge had a single span of 80'-6". The abutments are constructed of stone but have been covered with concrete.

HISTORY: The Glessner Bridge was constructed in 1881 by Tobias Glessner at a cost of $412. In 1969 the concrete pier supporting the center of the bridge was added, several timber members were replaced, and the abutments were reinforced with concrete. In 1979 an automobile accident at the bridge necessitated that the top laterals and cross bracing be replaced.

Photo 101. Glessner Bridge. Photo by Scott Brown.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

Zacher, Susan. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Heckle Bridge

T 385 spanning Casselman River, Petinbrink Road
Summit Township

Construction Date: 1900

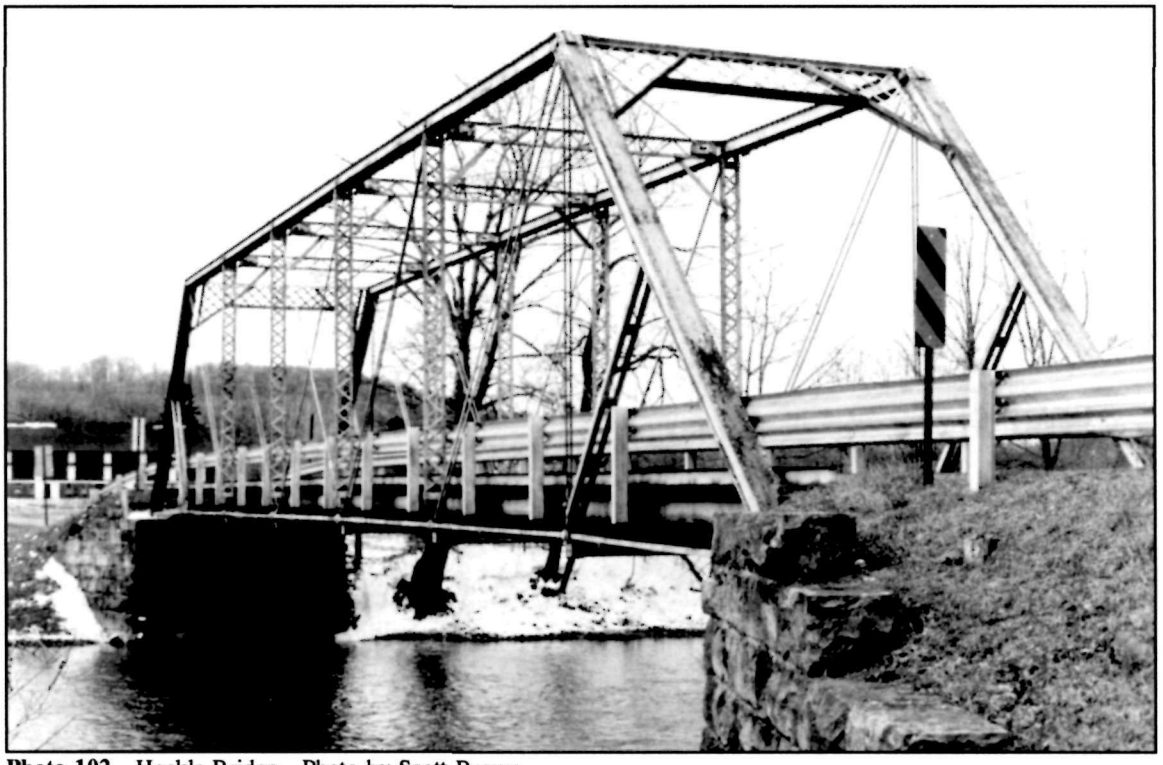

Photo 102. Heckle Bridge. Photo by Scott Brown.

DESCRIPTION AND HISTORY: This Pratt through truss bridge has a span of 109' over the Casselman River and a roadway width of 13'. Constructed in 1900, the structure has stone abutments and a metal grate deck. The bridge is adjacent to SR 219 and the Baltimore and Ohio Railroad tracks on the east bank, and is in the shadow of the massive Western Maryland Railway Salisbury Junction Viaduct. The bridge serves several farms in the area and carries only a minimal amount of traffic.

Sources:

Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.

Higgins Run Bridge

SR 4021 spanning Higgins Run, 3 miles NW of Stoystown — Construction date: 1908
Quemahoning Township

DESCRIPTION: State Route 4021 extends south of the Quemahoning Reservoir in Quemahoning Township and crosses Higgins Run on this single-span concrete arch bridge. The bridge is 38' long and 13' wide. It has concrete abutments, wingwalls, and parapet walls, one of which has an iron railing.

HISTORY: The Nelson Merydith Company of Chambersburg, Pennsylvania, constructed this single-span concrete arch bridge in 1908. The bridge carries a rural road across Higgins Run and is in fair condition. Numerous other examples of this bridge type are extant in Somerset County.

Sources:
Bridge plaque.
Pennsylvania Department of Transportation. "List of Bridges in Somerset County," (computer printout).

King's Bridge

South side of SR 653 spanning Laurel Hill Creek — Construction Dates: 1802/1906
Middlecreek Township

DESCRIPTION: King's Bridge is a Burr-arch truss covered bridge measuring 127' in length and 12'-4" in width. This bridge has stone abutments and vertical plank sidewalls. With a clearance of only 12'-3", this bridge is closed to vehicular traffic.

HISTORY: King's Bridge was constructed in 1802 and rebuilt in 1906. The bridge, and the land on which it sits, has always been owned by the King family. It carried what was once the Clay Pike over Laurel Hill Creek but was abandoned when the present bridge just to the north was completed in 1934.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Gleesner, Lehman, and Kendall, 1986.
Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Lower Humbert Bridge

T 393 spanning Laurel Hill Creek, 2 miles north of Ursina — Construction Date: 1891
Lower Turkeyfoot Township

DESCRIPTION: The Lower Humbert Bridge is a single-lane, Burr-arch truss covered bridge that is 126'-6" long and 12'-4" wide. Prior to the recent addition of a center pier, the structure suffered from a severely sagging span of 105'. This structure has horizontal-plank inside walls, and a clearance of 11'.

HISTORY: Constructed in 1891, the Lower Humbert Bridge is the newest of the remaining covered bridges in Somerset County. This bridge replaced an earlier covered bridge built at the site in 1845. During the summer of 1991 major renovations were performed on the bridge. A stone pier was constructed in Laurel Hill Creek to support the sagging center, and steel beams were added under the bridge, relieving the original Burr-arch truss support system. The stones of the abutments appear to have been repointed during this renovation.

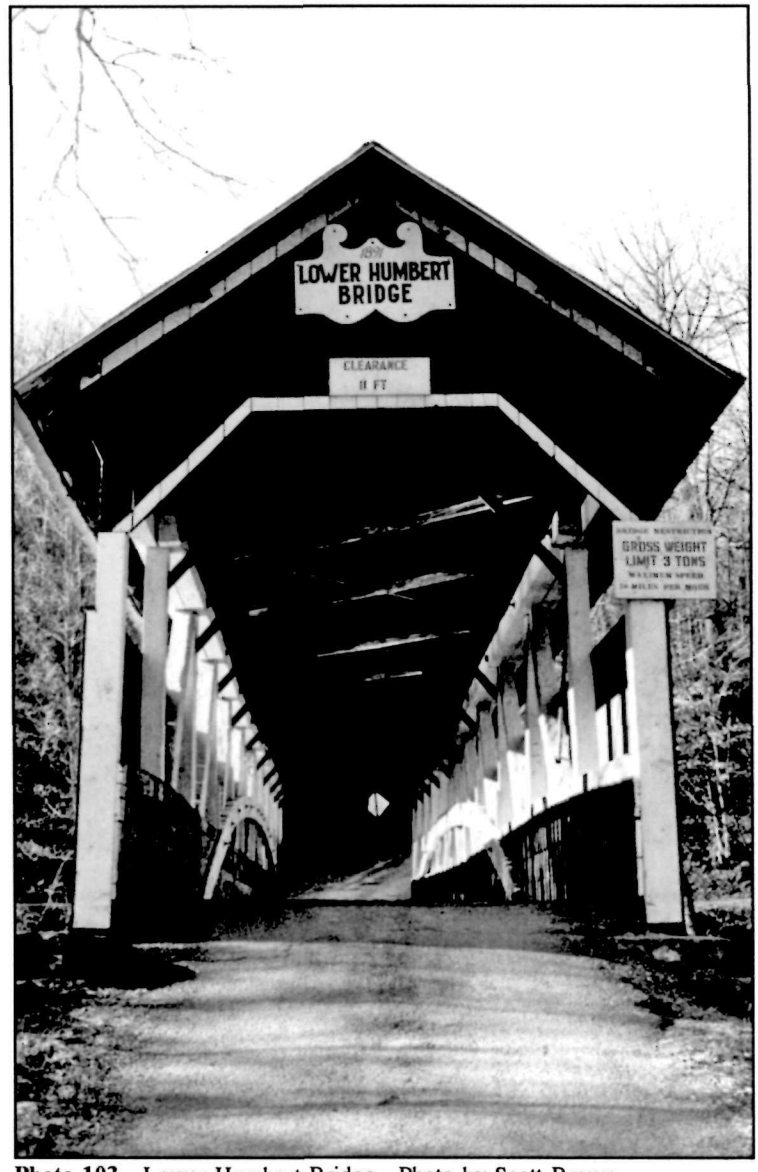

Photo 103. Lower Humbert Bridge. Photo by Scott Brown.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehamn, and Kendall, 1986.

Zacher, Susan. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Maust Bridge

T 351 spanning Casselman River
Construction Date: 1900
Elk Lick and Summit Townships

DESCRIPTION: This bridge is a Pratt through truss with concrete abutments. It is 130' long and 10'-4" wide and has a builder's plate on both portal struts. These plates identify the bridge as being constructed in 1900 by the Walker Brothers of Charleston, West Virginia.

HISTORY: The Maust Bridge, also known as the Red Bridge, once carried Pennsylvania & Maryland Street Railway trolleys across the Casselman River. A 1908 photograph of the bridge shows a trolley on the bridge with timber reinforcements supporting the center of the span.

Sources:

Bridge plaque.

Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.

Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, D.C.: Society for Industrial Archeology, Occasional Publication No. 4, 1984.

Tosh, Francis B. "Pennsylvania & Maryland Street Railway," The Bulletin of the National Railway Historical Society 30, no. 5 (1965).

Photo 104. Maust Bridge. Photo by Scott Brown.

Meyersdale Center Street Bridge

SR 219 spanning Flaugherty Creek
Borough of Meyersdale

Construction Date: 1914

DESCRIPTION: This stone arch bridge has a span of 50' and a relatively wide roadway width of 34'. It carries the well-traveled SR 219 (Center Street) over Flaugherty Creek in Meyersdale. On the concrete parapet walls are two stone plaques, complete with concrete balusters and four lampposts mounted on the ends.

HISTORY: One plaque identifies the bridge as being constructed in 1914 by F.H. Zeigler and engineered by B.J. Lynch. The other plaque identifies county officials at the time of construction. The stone arch span of the bridge may have been constructed prior to 1914.

Sources:
Bridge plaque.
Commonwealth of Pennsylvania Department of Transportation, Engineering District 9-0 computer database.

New Baltimore Bridge

T 612 spanning Raystown Branch Juniata River
Allegheny Township

Construction Date: 1879

DESCRIPTION: The New Baltimore Bridge is a multiple kingpost-truss covered bridge measuring 86'-6" long and 12' wide. With a clearance of 11', the structure has full vertical-plank sidewalls and a corrugated metal roof. The abutments are stone, but the northern abutment has been covered with concrete.

HISTORY: Constructed in 1879, the builder of the New Baltimore Bridge is unknown. Recently six cylindrical concrete piers have been added under the bridge to support the original heavy timbers.

Sources:

Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Pack Saddle Bridge

T 407 spanning Brush Creek
Fairhope Township

Construction Date: 1870

DESCRIPTION: The Pack Saddle Bridge is a multiple Kingpost truss bridge that is 48' long and 14' wide. The shortest of the county's remaining covered bridges, it is county-owned. The structure has stone abutments, full vertical-plank siding, and a corrugated metal roof. With a 10'-6" clearance, the bridge has a three ton weight limit.

HISTORY: Constructed in 1870, the builder of the Pack Saddle Bridge is not known. At some date in the twentieth century two steel interior stringers were added.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.

Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Pennsylvania & Maryland Street Railway: Powerhouse and Carbarn

East side of SR 219; Boynton
Elk Lick Township

Construction Date: 1907

DESCRIPTION: The carbarn of the Pennsylvania & Maryland Street Railway is a tall one-story brick structure, standing near the eastern edge of SR 219. The structure is presently used as a manufacturing facility by Pittsburgh Nipple Works, Inc. It has slightly arched brick lintels and the remaining original windows are twelve-over-twelve-light. Brick pilasters adorn the side walls and at the north end is an opening with large wooden doors where the trolleys once entered. Parts of the structure may have been removed: A portion of the southern end of the structure is enclosed by

concrete blocks, with the gable end constructed of clapboard rather than the brick that is used at the northern end.

The powerhouse on the north side of the carbarn is presently used for storage by the Pittsburgh Nipple Works, Inc. It is a one-story brick structure but is taller than the carbarn. The twelve-over-twelve-light windows have slightly arched brick lintels, and several are boarded up. There is a small shed addition on the west side. On the east side, part of the large arched doorway built for access of large machinery has been filled in. No original machinery seems to remain in the interior except for the overhead crane.

Photo 105. Pennsylvania & Maryland Street Railway: Powerhouse. Photo by Scott Brown.

HISTORY: Incorporated in 1906, the Pennsylvania & Maryland Street Railway was to have a 30-mile route from Somerset to Frostburg, Maryland, but only 12.5 miles of it was actually constructed, carrying passengers and mail. At Frostburg there was to be a connection to Cumberland via the Cumberland & Westernport Electric Railway. At the same time that the Pennsylvania & Maryland Street Railway was beginning, Salisbury businessmen were forming the Meyersdale & Salisbury Railway. A lawsuit concerning the right-of-way was filed which the Pennsylvania & Maryland Street Railway won.

In April 1907 construction began on the standard-gauge route. The carbarn and powerhouse were constructed the same year. The route as planned was to cross the Salisbury Branch of the Baltimore and Ohio Railroad three times. The B&O railroad sued to prevent the crossing but again the

Pennsylvania & Maryland Street Railway won. The first trolley, manufactured by J.G. Brill Company of Cleveland, left Salisbury and arrived at Meyersdale in October 1907. The following year service was extended north to Garrett but the B&O railroad refused permission for the line to cross the Salisbury Branch at Meyersdale. Passengers had to walk across the tracks and transfer to a waiting trolley to actually reach Garrett. The railroad finally allowed the trolley to cross the right of way in 1909. There was still discussion of extending the line to Somerset and Cumberland in 1915 but automobiles and buses were emerging as the most popular methods of transportation. Two years later the Pennsylvania & Maryland Street Railway was sold to Wilmoth Electric Company for its electrical distribution system. Wilmoth continued the trolley but reduced service to one round trip a day, whereas originally there had been twelve.

Service from Meyersdale to Garrett was permanently stopped in 1924, but heavy rider use on the Salisbury to Meyersdale route kept it running. In fact, to accommodate numerous miners in that area a spur was constructed to Shaw Mines in 1925. (See Cumberland & Elk Lick Coal Company: Company Town of Shaw Mines.) The following year Wilmoth was bought by Pennsylvania Electric Company which operated the line only one year. After losing money for many years, the operation finally died and the overhead wire system and track were removed.

Pittsburgh Nipple Works, Inc., a manufacturer of various pipe products, has acquired both buildings as well as the nearby Twentieth Century Building. See Twentieth Century Manufacturing Company.

Sources:
Cockley, Eber, ed. Meyersdale Centennial Souvenir Book. Meyersdale, PA: Meyersdale Printing and Publishing Company, 1974.
Rohrbeck, Benson, W. Trolley of Johnstown, Somerset & Cambria Counties. Westchester, PA: Traction Publications, 199(1).
Tosh, Francis B. "Pennsylvania & Maryland Street Railway," The Bulletin of the National Railway Historical Society 30, no. 5 (1965).

Pennsylvania Railroad: Paint Creek Viaduct

Border of Paint and Scalp Level
Cambria County

Construction Date: 1921

DESCRIPTION: The Paint Creek Viaduct is a single-track deck plate-girder structure spanning a deep ravine just north of the picturesque Paint Creek Falls. The curving structure with a catwalk on the east side is 240' long and is supported by two ashlar stone piers as well as one slightly deteriorated concrete pier. The abutments are concrete, while railroad ties serve as wingwalls on the tall grades. On the Paint side of the bank corrugated steel has been added near the abutment to support the steep grade. North of this viaduct two spurs break off from the branch line and span nearby roads with plate-girder bridges.

HISTORY: The collapse of the South Fork Dam in 1889 acted as the final impetus to develop railspurs that connected the mines at Windber and Scalp Level to the Pennsylvania Railroad mainline. In 1891 the South Fork Railroad was constructed in Cambria County, from Dunlo to South Fork where it met the Pennsylvania Railroad. Later, the Scalp Level Railroad was built to connect Scalp Level. Both of these small local railroads, built to exploit coal lands, were merged in 1902 to become the South Fork Railroad Company. The following year the Pennsylvania Railroad acquired

the South Fork Railroad Company, which by then had 45 miles of track, and the route become the South Fork Branch of the Pennsylvania Railroad.

The Paint Creek Viaduct was constructed in 1921, replacing the viaduct that was built during construction of the South Fork Branch in 1903.

Sources:

Alcamo, Paul Frank. The Windber Story: A Twentieth Century Model Pennsylvania Coal Town. Privately printed, 1983.

Schotter, H.W. The Growth and Development of the Pennsylvania Railroad Company. Philadelphia: Allen, Lane, & Scott, 1927.

Wood, Bob. Maintenance of Way Department, Conrail. Philadelphia, PA. Telephone Interview, 1 May 1992.

Pennsylvania Railroad: Stony Creek Viaduct

.25 miles east of Seanor
Paint Township
Construction Date: 1901

DESCRIPTION: The Pennsylvania Railroad Stony Creek Viaduct is a 540' single-track, deck plate-girder structure resting on five steel bent towers. Some of the piers are concrete, some are ashlar stone over concrete, and the rest are ashlar stone, as are the abutments.

Photo 106. Pennsylvania Railroad: Stony Creek Viaduct. Photo by Scott Brown.

HISTORY: The Stony Creek Viaduct was constructed in 1901 by Pencoyd Iron Works, which was operated by A. and P. Roberts Company of Pencoyd, Pennsylvania. Later the same year the company became known as the Pencoyd Works of the American Bridge Company. Pencoyd was bought out in 1900 by American Bridge Company (along with twenty-three other companies). Pencoyd, which began producing iron in 1852, started fabricating bridges in 1887. Prior to 1901 Pencoyd maintained its offices in Philadelphia and its shops in Pencoyd.

Sources:
Builder's plaque.
Consolidated Rail Corporation. "List of Undergrade and Overhead Structures." January 1, 1991.
Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, DC: Society for Industrial Archeology, 1984.
Hogan, William T. Economic History of the Iron and Steel Industry in the United States. Vol. 2, Part III. Lexington, MA: D.C. Heath and Company, 1971.

Pennsylvania Railroad: Windber Depot

1401 Graham Avenue
Borough of Windber

Construction Date: 1916

DESCRIPTION: Presently used as the Windber Public Library, this brick structure has an asphalt-shingled hipped roof with wide, overhanging eaves supported by wood brackets. Freight doors and center projections with limestone trim and medallions adorn both the Graham Avenue and track sides. The primarily twelve-over-one-light double-hung windows are most likely original. Original tile floors and oak benches remain inside. This structure is the centerpiece of Miner's Park.

HISTORY: Windber's first depot was constructed about 1898 on 15th Street just to the east of the present depot. A small baggage building and a freight house were built to the west, and in 1913 the Wilmore Building was constructed abutting it. Plans were made to eliminate the three structures by relocating the freight house to its present location and build a new depot. By 1916 the present depot, including a baggage room on the west end, was complete and the freight house (as well as the third set of tracks that ran along side it) had been removed. The first depot and adjacent baggage building were removed soon after. The Pennsylvania Railroad ran daily passenger trains to Eureka Nos. 35, 36, 41, and 42 as well as south to Central City and north to South Fork. Regular passenger service ceased in 1933. In 1939 the Red Cross moved the building and used it for several years. In 1967 the structure became the home of the Windber Public Library.

Sources:
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Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.
Sanborn Map Company. Windber, Pennsylvania. New York: Sanborn Map Company, 1899, 1904, 1910, 1916, 1924, and 1930 editions.

Pennsylvania Railroad: Windber Freight House

1801 Stockholm Avenue
Borough of Windber

Construction Date: ca. 1916

DESCRIPTION: Presently occupied by Agway, a retail vendor of feeds and supplies, this former brick freight depot consists of a two-story freight office and a tall, one-story freight house on its south side. Abutting the south wall of the freight house is a long concrete-over-steel platform supported on short concrete piers.

The freight house has concrete sills and lintels, and slightly oversized lintels. While the freight house was originally built with a flat roof, a gabled roof has since been added. The entire structure

has a concrete foundation and a parapet consisting of vertical bands of brick. The west side of the structure directly abuts the edge of Stockholm Avenue. Along the freight house section are twelve raised freight door openings with elevating doors, four of which are filled in with concrete blocks. On the east side of the freight house section there are twelve freight doors with elevating doors, only five of which appear to be operable. The rest have been enclosed with corrugated metal or wood paneling. One has been converted to a customer door.

On the east side of the tracks was a "Y" juncture where the spur to Eureka No. 32 intersected. Within the center was a water tower, toolhouse, and sandhouse owned either by Pennsylvania Railroad or Berwind-White Coal Mining Company.

HISTORY: Constructed about 1916, this structure stands just to the north of where the Berwind-White repair shops once stood. Berwind-White trucks would pick up supplies for its stores and mines from this former freight depot.

The Pennsylvania Railroad's first freight house was located on the east side of the present passenger depot. It was built between 1899 and 1904 but was razed by 1916. In 1961 Agway began leasing the freight house from the Pennsylvania Railroad. It was then that the original windows were replaced with the present ones. A Pennsylvania Railroad freight agent continued to maintain an office in the building for a short period of time. A spur once ran beside the building but was removed after 1970 when Agway ceased using the railroad (by then Penn Central) to bring in its stock. Agway bought the building about 1977.

Sources:
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Rearick, Ron. Manager, Agway. Windber, PA. Telephone Interview, 19 February 1992.
Sanborn Map Company. Windber, Pennsylvania. New York: Sanborn Map Company, 1904, 1910, 1916, 1924, and 1930 editions.

Pennsylvania Turnpike: Allegheny Tunnel

East portal in Allegheny Township
West portal in Stony Creek Township

Construction Date: 1940

DESCRIPTION: The Pennsylvania Turnpike Allegheny Tunnel is made up of two 6,070' parallel double-lane tunnels. The eastbound tunnel is the original, completed in 1940 to handle both east- and westbound traffic. The westbound tunnel was completed in 1965. As is typical of all Pennsylvania Turnpike tunnels, this tunnel has concrete portals with air vents, as well as a garage with an office above. However, the vent above the portals of the Allegheny Tunnel have been covered over. In front of both portals are crossover lanes used to reroute traffic during road repairs or in case of an accident.

HISTORY: The Pennsylvania Turnpike was largely laid out on the right-of-way of the never completed South Pennsylvania Railroad and uses many of the tunnels begun by the railroad. Originally known as The Duncannon, Landisburg & Broad Top Railroad, the South Pennsylvania Railroad Company was founded in 1854. The company intended to build a railroad along the

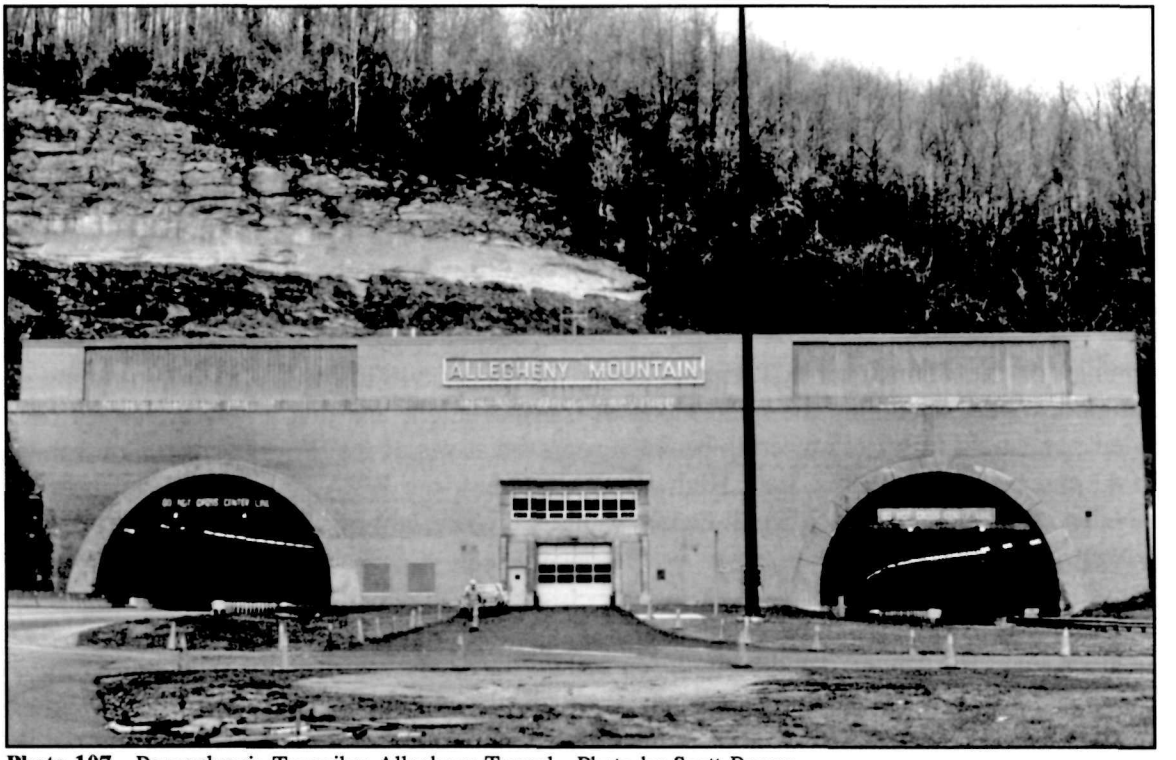

Photo 107. Pennsylvania Turnpike: Allegheny Tunnel. Photo by Scott Brown.

southern part of the state that would rival the Pennsylvania Railroad mainline across the middle of the state.

The president of the Reading Railroad became interested in the South Pennsylvania Railroad project in the late-1870s as a possible westward continuation of his railroad, and while the Reading never developed a plan, the project attracted the attention of William H. Vanderbilt. Vanderbilt formed a syndicate that included such wealthy industrialists as Andrew Carnegie. Carnegie and the others believed that by providing competition to the Pennsylvania Railroad, the proposed railroad could reduce the transportation costs of raw materials and products.

Vanderbilt commissioned a survey of the South Pennsylvania Railroad route that took two years, covered almost 1,000 square miles and employed several hundred people. In the fall of 1883 thousands of people, many of them new immigrants, were hired as stone masons and general laborers and were sent to work on the construction of the 209-mile route from Harrisburg to Port Henry, near Pittsburgh. Excavation was begun at each end of the nine tunnels, with dynamite and air compression drills using the traditional top-heading method. The plan called for tunnel interiors to be bricked, and so several brickyards were established near the tunnels. Grading right-of-ways and the construction of many culverts and bridges began also. Workers used picks, shovels, steam shovels, and mule-pulled rail cars. Many of the stone culverts and much of the partially completed grade is visible all along the railroad's intended route.

With financial interests both in the New York Central and the Pennsylvania Railroad, J.P. Morgan sought to put an end to what he believed was ruinous competition between the two lines by arranging a meeting aboard his yacht that included the Pennsylvania Railroad's George B. Roberts and Chauncy Depew, the president of Vanderbilt's New York Central line. An agreement was reached under which Vanderbilt would sell the South Pennsylvania to Roberts, and Vanderbilt would acquire the West Shore railroad. The Commonwealth of Pennsylvania sued in 1885 under a law forbidding the sale of a railroad to a competitor, and all work ceased on the new railroad that was over halfway complete. The site remained untouched for over 50 years, until it became part of the new Pennsylvania Turnpike.

Planning for the Pennsylvania Turnpike began in the mid-1930s when it became apparent that automobiles were becoming the main mode of transportation, and that a new system of roads was needed. During a July 1935 meeting between representatives of the Works Progress Administration (WPA) and the Pennsylvania State Highway Department, the WPA agreed to finance a feasibility study that considered using the South Pennsylvania Railroad right-of-way for a 160-mile "all weather highway."

A 1936 survey of the partially graded right-of-way and excavated tunnels of the unfinished railroad concluded that the turnpike could be built for $60 million. The construction plan included use of six of the nine partially completed South Pennsylvania Railroad tunnels, with the Allegheny Tunnel the only new tunnel to be excavated. The South Pennsylvania Railroad Tunnel, just to the north of the present Pennsylvania Turnpike, was rejected because it had soft soil problems.

Legislation created the Pennsylvania Turnpike Commission in 1937, and the South Pennsylvania Railroad right-of-way was purchased for $1 million from the Fulton, Bedford and Somerset Railroad Company. President Roosevelt surmounted funding problems (there was no recent precedent for a toll road) by authorizing in 1938 a Reconstruction Finance Corporation purchase of $35 million in turnpike bonds and a grant of 45% of the estimated cost.

The South Pennsylvania Railroad's original plan had been for a double-track line but as financial uncertainty increased in 1885 it was decided to excavate for a single-track line, thus producing the narrow, deep tunnels found in the original. The existing South Pennsylvania Railroad tunnels were widened and heightened, and stones from the original portals were removed and buried in the grading process.

The turnpike's excavation process for the tunnels involved the "full face" method from both ends as opposed to the less economical "bench and heading method." Wet drilling jumbos on small-gauge tracks drilled while muck-hauling trucks were stationed below. Tunnel excavation continued in shifts around the clock. One team would spend six hours drilling 100 holes 10' into the rock for explosives. Then the next team would clear out the rock and debris from the explosions. Teams averaged 11' to 36' a day during excavation. Many strike-idled coal miners worked on the tunnels, installing the reinforcing timbers and cribbing. In 1940, when the project was completed, there were 6.7 miles of tunnels along the turnpike, 3.3 miles of which had been excavated by the South

Pennsylvania Turnpike. The new four-lane turnpike was forced to narrow down to two lanes to get through the tunnels.

Construction on the new Allegheny Tunnel began in June 1939 by the firm of Guthrie-Marsh Patterson for a contract of $2.7 million. The Federal government stipulated that in exchange for its assistance, the project had to be substantially completed by June 1940. The tunnel was holed through in April 1940. The highway was completed in twenty-three months, well before the federal deadline. The original section opened officially on October 1, 1940. It ran from Irwin, which is 21 miles east of Pittsburgh, to Middlesex, 16 miles west of Harrisburg. Within the original 160 mile section 307 culverts and reinforced-concrete and steel girder bridges were constructed. Plans had already been made for highway extensions into Ohio and New Jersey at its completion.

Frequent traffic back-ups at the two-lane tunnel led to the need for a second, parallel two-lane tunnel. The South Pennsylvania Railroad Allegheny Tunnel just to the north was again considered but again rejected because of continued unstable conditions. The firm of Merritt Chapman and Scott of New York City was contracted to construct the second two-lane tunnel 125' south and parallel of the original. The new tunnel, intended to handle westbound traffic, was considered state-of-the-art with its tile walls for easier cleaning, a larger and improved ventilation system, and a lighting system that adapted for day or night driving. It was opened for traffic in March 1965. Both east- and westbound traffic was diverted through the tunnel so that the original (now used for eastbound traffic) could undergo renovations. Both tunnels were opened the following year.

Sources:

Cupper, Dan. The Pennsylvania Turnpike: A History. Lebanon, PA: Applied Arts, 1990.

The Highway Builder. September 1940.

Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, Pennsylvania: American Canal and Transportation Center, 1985.

Swetnam, George. Pennsylvania Transportation. Gettysburg, PA: Pennsylvania Historical Association, 1964.

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Pennsylvania Turnpike: Laurel Hill Tunnel

East portal 4 miles north of Bakersville
Jefferson Township

Construction Dates: 1883/1940

DESCRIPTION: The abandoned Laurel Hill Tunnel is 4,541' in length. Similar in appearance to the other Pennsylvania Turnpike tunnels, the Laurel Hill Tunnel has concrete portals with large vents above and a garage with an office above. This tunnel is presently used as storage space by the Pennsylvania Turnpike.

HISTORY: Excavation began on the Laurel Hill Tunnel in 1883 by the South Pennsylvania Railroad contractors Patterson & Kahn. The tunnel's uncompleted length in 1885 was 1,295'. A serious accident occurred shortly after excavation began in which nine men were killed and eleven severely injured by scaffolding that collapsed.

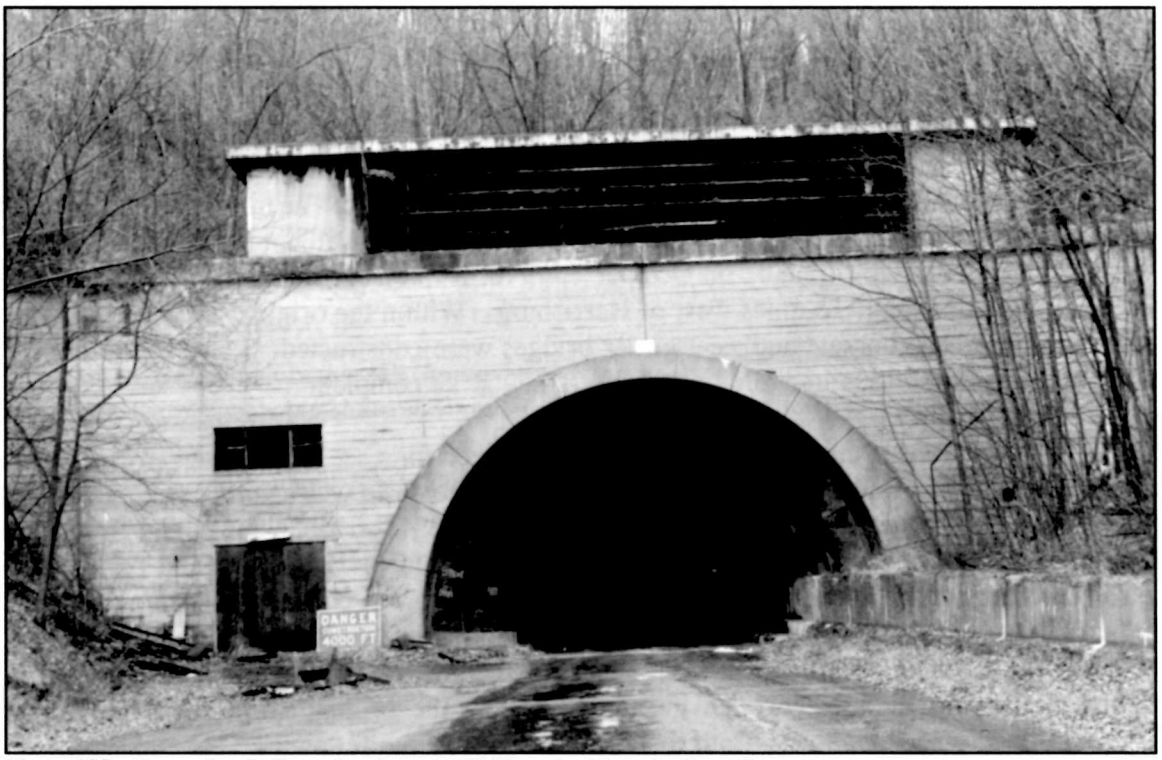

Photo 108. Pennsylvania Turnpike: Laurel Hill Tunnel. Photo by Scott Brown.

The partially completed tunnel remained vacant for fifty years until it was completed and used by the Pennsylvania Turnpike. Construction on Laurel Hill Tunnel began in April 1939 by Hunkin-Conkey Construction Company with a contract for just under $2 million. The tunnel was holed through in March 1940.

Frequent traffic back-ups at the two-lane Laurel Hill Tunnel led to the decision to bypass the tunnel rather than excavating a second tunnel. Latrobe Construction Company was contracted for a 3.3 mile bypass that included excavation of a 145' cut through rock at the top of the Laurel Hill Mountain. The four-lane bypass has a third lane on both the east and west approaches to the crest and maintains the turnpike's 3% maximum grade. The bypass was completed in 1964 and the Laurel Hill Tunnel was abandoned.

Sources:

The Highway Builder. September 1940.

Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, PA: American Canal and Transportation Center, 1985.

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Petersburg Tollhouse

North side of SR 3002
Addison Township

Construction Date: ca. 1835

DESCRIPTION: Constructed of smooth-faced ashlar stone, this tollhouse is located extremely close to SR 3002 (US 40 until the bypass was built) and is one of three remaining tollhouses along the old National Road. The structure consists of a five-sided, two-story section with a one-story porch and is flanked by a one-story section on the northwest side. The windows are double-hung, two-over-two-light. A window on the first floor near the front door has a restored "Rates of Toll" chart mounted within it.

HISTORY: The Petersburg Toll House was constructed along the National Road (now U.S. 40) shortly after the federal government yielded control of the road to the states through which it passed. Officially opened in 1818, the National Road, also known as the Cumberland Road, stretched between Cumberland, Maryland, and Wheeling, West Virginia, and provided an important link between the eastern coastal states and the rapidly developing northern territories west of the Alleghenies. Proper maintenance of this heavily traveled road was costly, and tolls were charged to help defray those expenses.

The toll station, known as Tollhouse No. 1, is a reminder of the tremendous economic impact that the region's first interstate government-improved highway had on Somerset County. Tolls were collected at the Petersburg toll house from the mid-1830s until operations ceased in about 1906. During its peak years the toll house had an annual revenue of $1,750. Since 1919 the structure has been maintained by the Great Crossings Chapter of the D.A.R.; in 1979 it was listed on the National Register of Historic Places.

Sources:

Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.

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More, Eunice. Addison, PA. Personal Interview, 19 June 1991.

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Walker, Edward L. Map of Somerset County, Pennsylvania. Edward L. Walker, 1861.

Pittsburgh, Westmoreland & Somerset Railroad: Quemahoning Tunnel

North side of Pennsylvania Turnpike
Somerset Township

Construction Date: 1905

DESCRIPTION: Only the top portion of the Quemahoning Tunnel on the east portal is extant. A small section back from the portal has collapsed, exposing the top of the brick arch of the tunnel. The west portal was obliterated during construction of the turnpike.

HISTORY: Construction on the Quemahoning Tunnel by the South Pennsylvania Railroad was begun by P. & T. Collins, contractors, in 1883. Work on the railroad stopped in 1885 with only 412' of the 700' tunnel completed.

The Pittsburgh, Westmoreland & Somerset Railroad completed this tunnel in 1905, along with a single-track route from Ligonier, Westmoreland County, to Somerset. Chartered as the Pittsburgh, Westmoreland, and Somerset Railroad Company in 1899, this railroad was funded by several Ligonier residents to create a railroad to haul timber from Somerset County over the Laurel Hill Mountain to the saw mills in Ligonier. Passenger service, however, proved just as important since Somerset could be linked to the Pennsylvania Railroad at Latrobe, Westmoreland County (via the Ligonier Valley Railroad).

The Pittsburgh, Westmoreland, & Somerset Railroad used 4.85 miles of the South Pennsylvania Railroad right-of-way in Somerset County, roughly from Gillette to Husband. Much of this was a wide curve, to enable the train to manage the grade up the east slope of Laurel Hill Mountain. Many of the stone culverts built for the South Pennsylvania Railroad remain in this section. The contractor for both the completion of the tunnel and the grade was Charles Greico of Latrobe, who employed hundreds of Italian laborers. The Quemahoning Tunnel was holed through and completed with an "A" frame roof with 2'-square wood beams in the fall of 1905. It was constructed as a single-track tunnel. The first train made the journey to Somerset in 1907. On the north side of Somerset the railroad constructed a passenger and freight depot, a locomotive house/blacksmith shop, and a coach shed. Due to financial difficulties, the railroad's freight and passenger services ceased in 1916.

When planning for the Pennsylvania Turnpike got underway in 1936 it was decided not to enlarge the Quemahoning Tunnel but instead to make the present cut just to the south.

Sources:

Kline, Benjamin F.G. "Stemwinders in the Laurel Highlands: The Logging Railroads of South-Western Pennsylvania. The Highway Builder. September 1940.

Langsdale, Mabel T. The Story of a Mountain Railroad. Somerset, PA: Somerset Daily American, 1951.

Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, PA: American Canal and Transportation Center, 1985.

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Powder Run Bridge

SR 2013 spanning Powder Run, .5 miles east of Gladdens — Construction Date: 1914
Southampton Township

DESCRIPTION AND HISTORY: This concrete bridge has a span of 37' over Powder Run, with a roadway width of 11'. Deteriorating reinforced-concrete retaining walls bear stone plaques at the center on both sides. One identifies county commissioners and clerk while the other notes that the bridge was built by W.G. Ferner in 1914. Ferner built several other bridges in the county around the same time. A relatively narrow span on a fairly well-traveled road, this bridge's future may be in doubt.

Sources:
Builder's plaque.
Pennsylvania Department of Transportation, "List of Bridges in Somerset County" (computer printout), 20 December 1990.

Salisbury and Baltimore Railroad: West Salisbury Company Houses

T 326 and T 323; West Salisbury
Elk Lick Township

DESCRIPTION: Fifteen company houses remain in West Salisbury, several of which are abandoned. Most are side-gabled single-family houses with contemporary siding and are located on T 326 (West Salisbury Avenue). Empty lots between these houses indicate where many more once stood. Parallel to T 326 is T 200 (High Street), which is an unpaved lane. Connecting the two streets are T 199 (Eighth Street) and T 210 (Ninth Street). A few company houses are located on T 323 (Tub Mill Run Road) near the intersection with SR 669. One abandoned house facing the grade that bisects the town retains the original clapboard siding and six-over-six-light, double-hung windows. Still remaining in the town are an old schoolhouse and St. Michaels Roman Catholic Church. The town's post office, established in 1904, remains in operation.

HISTORY: The small village of West Salisbury existed prior to the Salisbury and Baltimore Railroad's construction of most of the houses. The Salisbury and Baltimore Railroad Company was formed to build a railroad from Salisbury north to Meyersdale where it connected with the B&O Railroad. The railroad built a few houses between 1871 and 1876 on the north side of town on the David Levingood Farm, but the peak period of construction was 1876, when the railroad was completed and some seventy-five houses and a depot were constructed. An extension was later completed south from Salisbury to Niverton. The Salisbury and Baltimore was later absorbed by the Baltimore and Ohio Railroad and the route became the Salisbury Branch. Most of the route has long since been abandoned.

Sources:
Cassady, John C. The Somerset County Outline. Scottdale, PA: Mennonite Publishing House, 1932.
Salisbury Centennial Souvenir Book. Salisbury, PA: Meyersdale Printing and Publishing Company, 1962.

Sand Patch Bridge

SR 2006 spanning B&O Railroad at Sand Patch
Larimer Township

Construction Date: 1912

Photo 109. Sand Patch Bridge. Photo by Scott Brown.

DESCRIPTION AND HISTORY: This bridge was built in 1912 by the Baltimore and Ohio Railroad to avoid problems with traffic crossing the busy tracks at the once bustling village of Sand Patch. Comprised of five pony Warren truss spans, the bridge has an overall length of 283'. From the south side to the north side the spans measure 58', 86', spanning four sets of tracks, 50', 43', and 44'. The latter three spans have smaller trusses while the entire bridge has a wood plank deck and is supported by steel bents resting on concrete piers. The grade of the road that the bridge replaced is still extant.

Sources:
Commonwealth of Pennsylvania, Department of Transportation, Engineering District 9-0 computer database.

Sandy Run Bridge

T 455 spanning Sandy Run 6 miles west of New Lexington
Upper and Lower Turkeyfoot Townships

Construction Date: 1910

DESCRIPTION: Sandy Run Road is an unpaved, narrow lane in a lightly populated area near the village of New Lexington. The lane is carried across Sandy Run by this small reinforced concrete arch bridge. The single span measures 39' in length and about 11' in width. The roadway conforms

to the rise in the arch and is not paved over the length of the span. Concrete abutments support the arch span and stone wingwalls retain the soil on either side of the stream.

HISTORY: This single-span concrete arch bridge was built in 1910 to serve residents in a rural area near New Lexington. It is typical of the short-span concrete arch bridges constructed in southwestern Pennsylvania during the first two decades of the twentieth century. The Sandy Run Bridge remains in good condition.

Sources:
Pennsylvania Department of Transportation, "List of Bridges in Somerset County" (computer printout), 20 December 1990.

Shaffer's Bridge

T 634 spanning Bens Creek — Construction Date: 1880
Conemaugh Township

DESCRIPTION: Shaffer's Bridge is a Burr-arch, county-owned covered bridge measuring 68'-2" in length and 13'-2" in width. Steel stringers have been added to help support the structure. The abutments are stone, although the east abutment has had concrete laid over it.

HISTORY: Shaffer's Bridge was constructed in 1880 by William Kline. The county commissioners hired Kline after receiving a petition from many of the locals complaining that the ford at the site was frequently very difficult to cross due to frequent ice and high water. In 1978 steel stringers were added to the bridge.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.
Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Shaffers Run Bridge

SR 2015 spanning Shaffers Run, .5 miles north of Fairhope — Construction Date: 1904
Fairhope Township

DESCRIPTION: This pony Pratt truss bridge has a span of 50' and a roadway width of 11'. It is located on a relatively isolated section of SR 2015 where the road forms an "S" curve to cross the creek. Constructed in 1904, the structure's compression members have been reinforced with wire cables and original riveted latticework guardrails remain.

HISTORY: The bridge was engineered and built by Nelson & Buchanan Company of Chambersburg and Pittsburgh. Nelson & Buchanan, founded in 1891, was later affiliated with the Pittsburgh Bridge Company.

Sources:
Bridge plaque.
Commonwealth of Pennsylvania Department of Transportation, Engineering District 9-0 computer database.

Darnell, Victor C. Directory of American Bridge-Building Companies: 1840-1900. Washington, DC: Society for Industrial Archeology, Occasional Publication No. 4, 1984.

South Fork Bens Creek Bridge

SR 4016 spanning South Fork Bens Creek — Construction Date: 1917
1 mile N of Thomas Mills
Conemaugh Township

Description: Extending through a mountainous area near Jerome is State Route 4016, a paved road that crosses the South Fork Bens Creek with this single-span concrete arch bridge. The bridge is 46' long and 15' wide. It has concrete abutments, concrete wingwalls, and an inscribed concrete parapet wall.

HISTORY: According to the builder's plate, this bridge was built in 1917 by W.G. Ferner. It is typical of reinforced-concrete arch bridges constructed in the region in the first two decades of the twentieth century. Numerous other examples of this bridge type are extant in Somerset County.

Sources:
Bridge plaque.
Pennsylvania Department of Transportation, "List of Bridges in Somerset County," (computer printout), 20 December 1990.

South Pennsylvania Railroad: Allegheny Tunnel

East portal near east portal of Pennsylvania Turnpike Allegheny Tunnel — Construction Date: 1883
Allegheny Township

DESCRIPTION: Only the rock-faced east portal of the South Pennsylvania Railroad Allegheny Tunnel is extant. Fill from excavation of the westbound Pennsylvania Turnpike Allegheny Tunnel has raised the grade in front of the portal.

HISTORY: The contractor for the South Pennsylvania Railroad Allegheny Tunnel was Charles McFadden of Philadelphia. Excavation began in 1883, but only 3,946' of the projected 5,919' long tunnel was completed before the State of Pennsylvania put a stop to the entire South Pennsylvania Railroad project.

When planning for the Pennsylvania Turnpike got under way in 1936, use of the South Pennsylvania Railroad Allegheny Tunnel was rejected due to soft soil problems. A completely new tunnel was excavated just to its south. See Pennsylvania Turnpike: Allegheny Tunnel.

Sources:
Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, Pennsylvania: American Canal and Transportation Center, 1985.
Walton, Walter F. The South Pennsylvania Railroad or (The Railroad That Might Have Been). Prepared by the History and Heritage Commission, Pittsburgh Division, American Society of Civil Engineers, 1982.

South Pennsylvania Railroad: Gieger Tunnel

West side of T 546
2.5 miles northeast of Somerset
Somerset Township

Construction Date: 1885

DESCRIPTION: The slightly curved Gieger Tunnel is 145' long and 29' wide. With a clearance of 19'-6" over the B&O Railroad tracks, the single-track tunnel has ashlar stone portals and interior walls while the interior arched roof is constructed of brick.

HISTORY: Gieger Tunnel was constructed in 1885 to carry the South Pennsylvania Railroad over the B&O Railroad Somerset & Cambria Branch. The tunnel was completed, but a court decision ruled against formation of the railroad line. The John McGovern and P. & T. Collins firms both had contracts to complete the grade and to perform other necessary construction in the area, including building the Gieger Tunnel. Either or both of these may have completed the construction.

Sources:

Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, PA: American Canal and Transportation Center, 1985.

Walton, Walter F. The South Pennsylvania Railroad or (The Railroad That Might Have Been). Prepared by the History and Heritage Commission, Pittsburgh Division, American Society of Civil Engineers, 1982.

South Pennsylvania Railroad: Negro Mountain Tunnel

East portal, east side T 529
Stony Creek Township

Construction Date: 1884

DESCRIPTION: Only the rock-faced east portal of the Negro Mountain Tunnel is extant. Strip mining in this vicinity has razed the grade around the opening and it appears to be a pit.

HISTORY: Construction on the South Pennsylvania Railroad Negro Mountain Tunnel was begun around Christmas in 1884, but ceased in 1885 when construction of the railroad was stopped by order of the court. Contractor John McGovern had already successfully excavated 734' of what was planned to be a 1,100' tunnel. Fifty years later, planners for the Pennsylvania Turnpike decided to bypass the nearly completed Negro Mountain Tunnel in favor of the present cut just to the south.

Sources:

Shank, William H. Vanderbilt's Folly: A History of the Pennsylvania Turnpike. York, PA: American Canal and Transportation Center, 1985.

Walton, Walter F. The South Pennsylvania Railroad or (The Railroad That Might Have Been). Prepared by the History and Heritage Commission, Pittsburgh Division, American Society of Civil Engineers, 1982.

Stoystown-Greensburg Turnpike Company: Tollhouse No. 1

South side of SR 4028; West of Stoystown
Quemahoning Township

Construction Date: ca. 1820

DESCRIPTION: The north side of this two-and-a-half-story structure is the original portion of the tollhouse. Constructed of logs, it is now the living room of the house. The original portion

measures roughly 18' x 16' and became fully enclosed when the house was enlarged. The present structure measures 36' x 26', and has a side-gabled asphalt-shingled roof. It is covered in aluminum siding and has a one-story porch on the northwest and southwest walls.

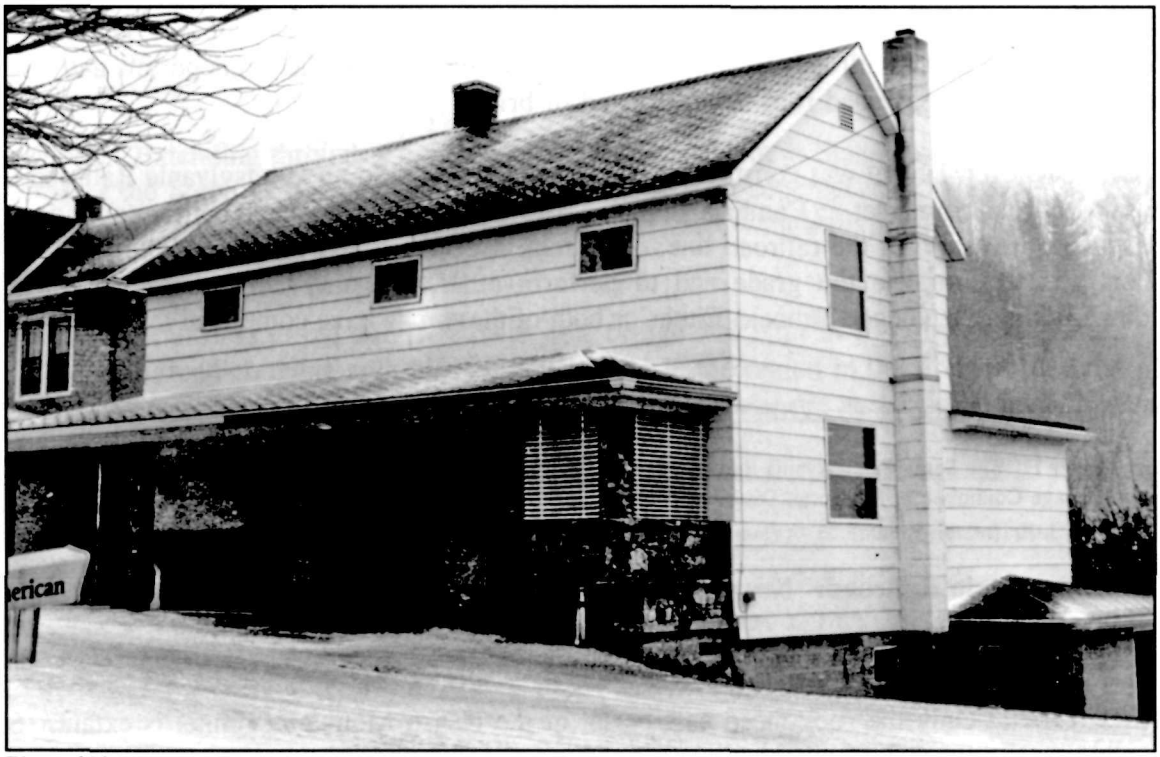

Photo 110. Stoystown-Greensburg Turnpike Company: Tollhouse No. 1. Photo by Scott Brown.

HISTORY: The former tollhouse appears in the 1876 Beers Atlas, but it probably was there much earlier. In all likelihood it was built at the same time as the Stoystown-Greensburg Turnpike between 1815 and 1820.

The era of the turnpike in Somerset County can be dated back to 1806, when the first turnpike companies were established. Planners originally wanted the turnpike roads to go between Bedford and Somerset, then on to Greensburg, and finally to Pittsburgh. However, in March of 1815 the route was modified to pass through Stoystown rather than Somerset.

Portions of the Stoystown-Greensburg Turnpike were being used as early as 1818, although the 37-mile road was not completed until 1819, at a total cost of $230,000. Four tollhouses were built along the road between Stoystown and Greensburg, and tollkeepers were hired to collect tolls from travelers to defray the cost of the road's construction and upkeep.

This section of turnpike was heavily traveled in the beginning. When the Glades Road was completed in 1820, however, traffic immediately began to decrease. During the mid-nineteenth century traffic on this and other sections of the turnpike continued to decline, due to the rapid

development of rail transit between Philadelphia and Pittsburgh. As revenue from tolls dwindled, the roads fell into disrepair, as did the tollhouses and taverns. By 1880 much of the turnpike had been abandoned and the tollhouses were allowed to deteriorate or were modified.

Sources:
Beers, F.W. County Atlas of Somerset, Pennsylvania. New York: F.W. Beers & Co., 1876.
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Waterman, Watkins & Co. History of Bedford, Somerset and Fulton Counties, Pennsylvania. Chicago: Waterman, Watkins & Co. 1884.

Photo 111. Trostletown Bridge. Photo by Scott Brown.

Trostletown Bridge

Spanning Stony Creek
Quemahoning Township

Construction Date: ca. 1845

DESCRIPTION: The Trostletown Bridge is a multiple king and queen post, triple-span covered bridge measuring 104' long and 12'-6" wide. Presently closed to vehicular traffic, this privately owned structure is on the site of the former village of Trostletown, which is presently a 15-acre park.

HISTORY: The Trostletown Bridge was probably built in 1845. However, the county commissioner's minutes refer to a covered bridge at or near this site which was constructed in 1838 by George Mostoller and John Mong. By the early 1950s the Trostletown Bridge was sold to Bertram Specht who later conveyed it to the Stoystown Lion Club. The Lion's Club restored the bridge in 1965 as part of a new park.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman and Kendall, 1986.
Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989.

Walter's Mill Bridge

West side of SR 985
Spanning Haupt's Run at Somerset Historical Center
Somerset Township
Construction Date: 1830

DESCRIPTION: Walter's Mill Bridge is a Burr-arch covered bridge that is 60' long and 12' wide. This structure has vertical-plank siding. Originally designed as a vehicular bridge, it is presently used for pedestrian traffic only.

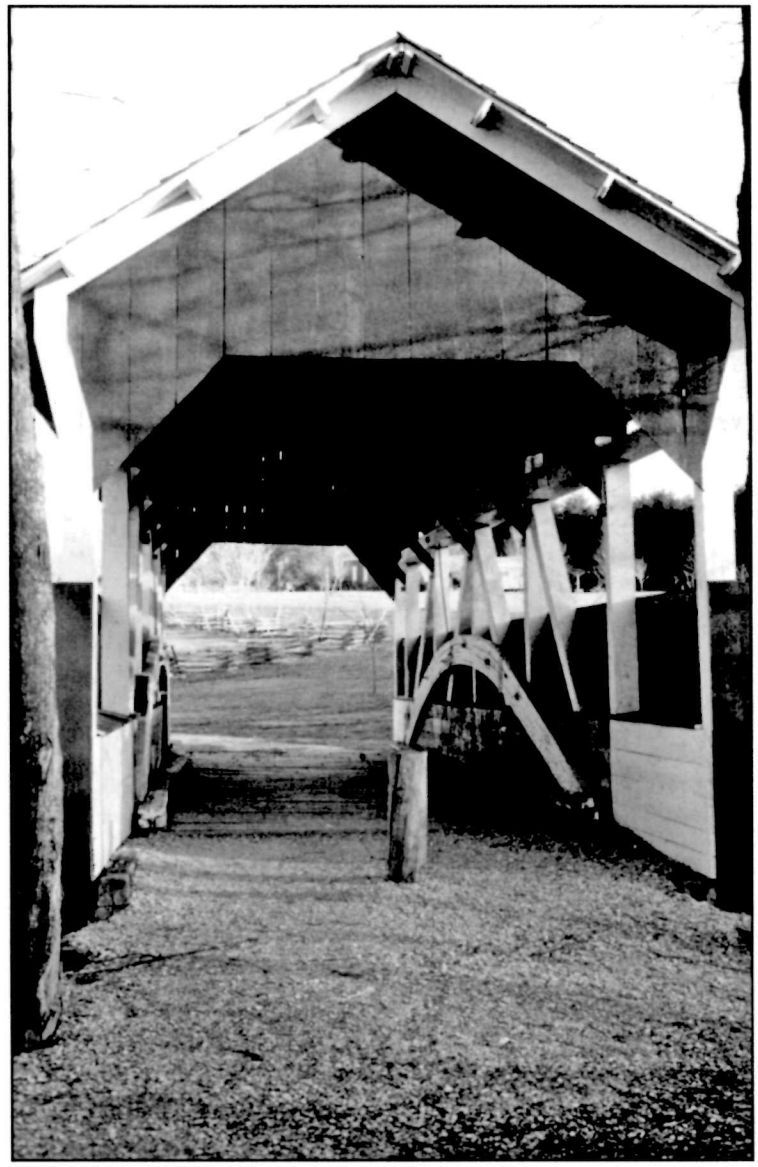

Photo 112. Walter's Mill Bridge. Photo by Scott Brown.

HISTORY: Constructed in 1830 by Christian Ankeny, Walter's Mill Bridge was originally located 4 miles south of Somerset spanning Coxes Creek. One of the oldest covered bridges in Pennsylvania, it was moved to the Somerset Historical Center in the early 1960s because it was in danger of being demolished at the original site.

Sources:
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Zacher, Susan M. The Covered Bridges of Pennsylvania: A Guide. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1989

Western Maryland Railway: Big Savage Tunnel

West portal, south of intersection of T 313 and T 331
Greenville and Southampton Townships
Construction Date: 1911

DESCRIPTION: Big Savage Tunnel is a 3,300' long single-track tunnel that cuts through Big Savage Mountain in Greenville and Southampton Townships. Rails within the abandoned tunnel have been removed and drainage ditches in the tunnel are clogged, leaving standing water. Seeping water in the lining of the tunnel has caused severe damage in several sections, exposing timber and brick. Previous attempts at repairing the interior by Western Maryland Railway are evident. Inscribed above both concrete portals is "BIG SAVAGE" and "1911."

HISTORY: The Western Maryland's origins date back to 1852 when the Baltimore, Carroll and Frederick Rail Road Company was chartered. The following year it became the Western Maryland Rail Road Company but was not actually completed until 1859. The original 10-mile route ran from Hollins to Owings Mills, Maryland.

The City of Baltimore provided financial support to keep this line running and the railroad provided an important transportation function during the Civil War. By 1884 the railroad was extended to connect with other railroads and freight volume increased, especially coal. In 1902, George Gould and the Fuller Syndicate purchased the railroad from the City of Baltimore to be part of a transcontinental railroad system. In 1907, shortly after the railroad expanded to Cumberland, Maryland, revenues could no longer pay for improvements, and the Western Maryland entered into receivership.

In 1910, Rockefeller interests gained control, and the Western Maryland Railway emerged. The same year three engineering teams completed the survey for the new Connellsville Subdivision and construction began. Originally designed for four sets of tracks, the route was modified to accommodate two. Only one set was actually built. In 1912, the Connellsville Subdivision was completed through Somerset County from Cumberland to Connellsville (where it had a traffic alliance with the Pittsburgh & Lake Erie Railroad). The Carter Construction Company of Pittsburgh was the main contractor for the required tunnels, viaducts, and bridges. The route ran roughly parallel to the B&O Railroad along the Casselman and Youghiogheny Rivers, but the grade was not as steep. The first train passed through Somerset County on the new route in May 1912. Although the 88-mile route was primarily built for freight traffic, passenger service was also provided and many depots were constructed.

Boring on the tunnel was begun from both ends, using air compression drills and dynamite. The tunnel was holed through in December 1911 and completed in 1912 by the Carter Construction Company. Interestingly, the tunnel was constructed for only one set of tracks, instead of the usual two sets of tracks in other Connellsville Subdivision projects. In 1915 the Western Maryland took

over the 5-mile Somerset Coal Railway from Coal Junction on the B&O railroad to Bell. At that time the Western Maryland Railroad had trackage rights on the Somerset & Cambria Branch of the B&O from Coal Junction to Rockwood.

Photo 113. Western Maryland Railway: Big Savage Tunnel. Photo by Scott Brown.

The B&O railroad bought a large percentage of the Western Maryland Railroad in the 1920s. After a compromise was reached with the federal government, the ownership of the Western Maryland was held in trust, allowing the company to operate with relative independence. The important coal route from Coal Junction to Bell was later acquired by a merger with the Somerset Coal Railway Company in 1950. In 1967 the B&O railroad and the Chesapeake and Ohio Railroad acquired full ownership of the Western Maryland Railway. The B&O (by then itself a subsidiary of the Chesapeake and Ohio) gained full ownership of the Western Maryland Railway in 1972. The Chessie System was created in 1973 to own and operate all three railroads. Shortly after the Chessie System was created the Western Maryland Railway Connellsville Subdivision, which ran from Hancock Maryland to Connellsville, was terminated. Big Savage Tunnel was abandoned along with the rest of the Subdivision. The Chessie System then merged with the Seaboard System in 1980, becoming CSX Corporation. CSX Transportation, Inc. was formed in 1987. There are now plans to rehabilitate the tunnel as part of a rails-to-trails project. An initial estimate by the engineers Transmark Associates for rehabilitation of the tunnel is $500,000.

Sources:

"Big Savage Tunnel Nearly Completed," Meyersdale Republican, 25 April 1912.

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

Drury, George H., comp. The Historical Guide to North American Railroads. Milwaukee: Kalmbach Publishing Company, 1985.

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"Hole Through Mountain Carter's Christmas Gift," Meyersdale Republican, 28 December 1911.

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Western Maryland Railway: Confluence Casselman River Bridge

Spanning Casselman River
Addison Township

Construction Date: ca. 1911

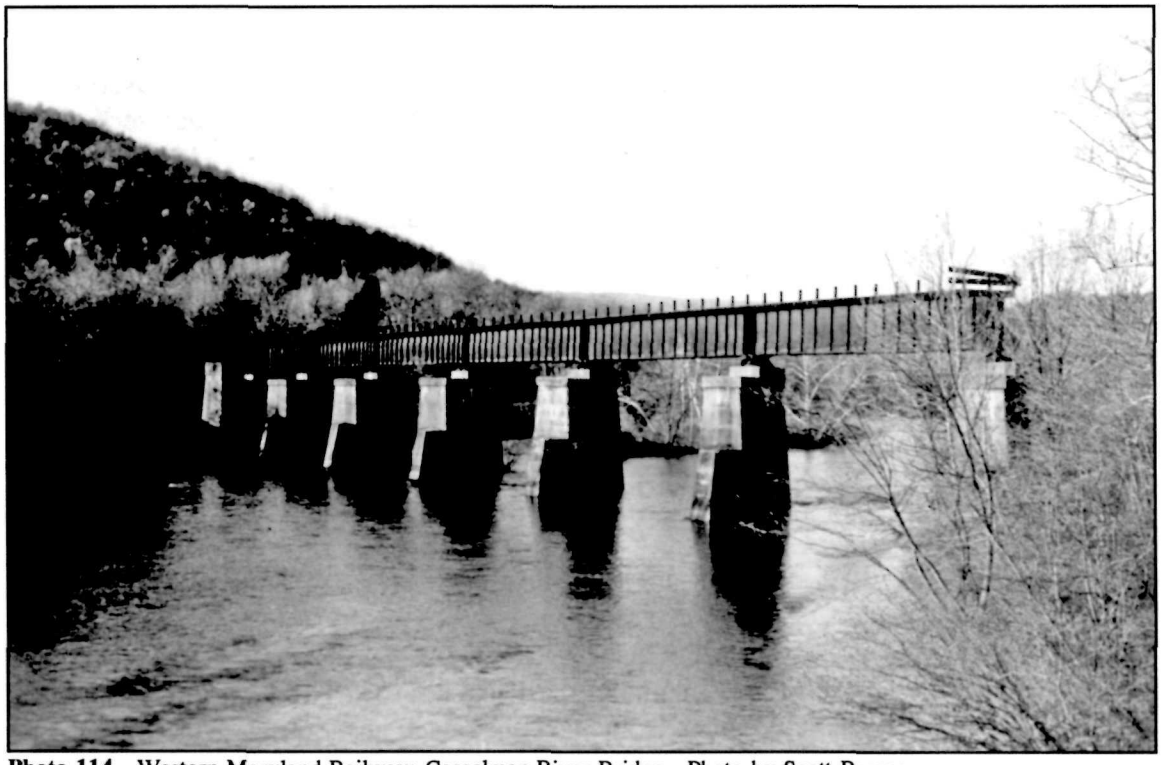

Photo 114. Western Maryland Railway: Casselman River Bridge. Photo by Scott Brown.

DESCRIPTION: This deck plate-girder bridge is 365'-8" long. The rails have been removed from the deck and there is a walkway on the north side. Although the four concrete piers are skewed, the concrete abutments are straight. The piers and abutments were constructed wide enough to handle two sets of tracks, although only one set is extant. Painted on the north side is "WESTERN MARYLAND RAILWAY."

HISTORY: This bridge was completed in 1911 or 1912. It is presently being considered by the Somerset County Rails to Trails Association as a possible component of a hiking and biking trail.

SR 281 has been rerouted in recent years between this bridge and the Western Maryland Railway Youghiogheny River Bridge just to the northwest, cutting through the high grade.

Sources:
"Inspection Report of Certain Former Western Maryland Railroad Tunnels and Bridges," Prepared by Transmark Associates, Pittsburgh, Pennsylvania, November 1988.

Western Maryland Railway: Confluence Youghiogheny River Bridge

Western Maryland Railway spanning Youghiogheny River — Construction Date: ca. 1910
Henry Clay Township (Fayette County) and Borough of Confluence (Somerset County)

DESCRIPTION: This single-track plate-girder bridge has seven skewed concrete piers. On the Fayette County side of the bridge between the concrete abutment and the first pier is a through plate-girder section built for two sets of tracks (the deck is built for one.)

Spanning T 880 is a through plate-girder span, while the Youghiogheny River is spanned by five deck plate-girder spans. The abutment on the Somerset County side has been removed but some of the grade is still visible. Also removed from this side is a deck plate-girder section from the abutment to the first pier.

HISTORY: This bridge was constructed in 1911 or 1912. See Western Maryland Railway: Big Savage Tunnel.

Sources:
See Western Maryland Railway: Big Savage Tunnel.

Western Maryland Railway: Keystone Viaduct

Spanning B&O Railroad; Flaugherty Creek — Construction Date: 1911
Summit Township

DESCRIPTION: The single-track Keystone Viaduct, with concrete abutments and eight concrete piers, is a curved structure designed to accommodate two sets of tracks. Near the summit of Allegheny Mountain the viaduct spans the Flaugherty Creek valley, also known as Sand Patch Pass. Spanning three sets of tracks of the Baltimore and Ohio Railroad is a large through Pratt truss. Crossing SR 2006 and Flaugherty Creek is an eight-span deck plate-girder section.

HISTORY: The Keystone Viaduct was constructed in 1911 by McClintic-Marshall Construction Company. This company was founded in 1900 by McClintic and Marshall, who left Shiffler Bridge Company when it was acquired (along with twenty-three other companies) by American Bridge Company the same year. Regular Western Maryland Railway traffic ceased on this structure in the mid-1970s.

Sources:
Bridge plaque.
Darnell, Victor C. Directory of American Bridge-Building Companies 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.

Western Maryland Railway: Meyersdale Depot
529 Main Street
Borough of Meyersdale

Construction Date: 1912

DESCRIPTION: Presently vacant and deteriorating, this brick passenger and freight depot has wide, overhanging eaves with large wood brackets. The hipped roof with slate tiles has several small gabled dormers. The depot is comprised of a passenger section on the east end and a freight section on the west, with a baggage room in between. On the rear is a small platform and freight door in addition to several standard doors. Abutting the west end is a platform with a freight door. On the north side of the depot facing the tracks is a bay-window projection for the passenger portion that is boarded up, as are all the windows. A brick chimney extant on the apex of the roof indicates a possible fireplace in the passenger section and on the east gable end is a wood sign identifying the station stop. To the rear of the depot is a metal crane structure. Sets of rails leading to it are partially exposed.

Photo 115. Western Maryland Railway: Meyersdale Depot. Photo by Scott Brown.

HISTORY: In 1910, during planning for the Western Maryland Railway route through Meyersdale, problems arose with the Meyersdale Borough Council. The city was reluctant to allow railroad tracks to bisect the town. The railroad, on the other hand, wanted to avoid costly right-of-way acquisitions. The following year the city agreed to let the railroad cut through town, if in turn the railroad agreed to construct one of the finest depots along the route. The Western Maryland Railway

Meyersdale Depot was constructed in 1912 by the Meyersdale Planing Mill for $10,000. The Meyersdale Planing Mill also had contracts to construct depots for the Western Maryland Railway at Rockwood, Confluence (both since razed), Ohiopyle in Fayette County, and Garrett (dismantled and moved to Listie in Somerset Township). The short spur ending at the crane structure behind the depot once had a coal shed beside it. Another short spur came alongside the platform, ending at the depot. This depot was abandoned well before the Western Maryland Railway Connellsville Subdivision stopped running in the mid-1970s.

Sources:
Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.
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Western Maryland Railway: Pinkerton Tunnel

1.5 miles southwest of Pinkerton
Upper Turkeyfoot Township

DESCRIPTION: The Western Maryland Railway Pinkerton Tunnel has concrete portals and a concrete interior. Inscribed on both portals is "PINKERTON" and "1911." The abandoned double-track tunnel cuts through Pinkerton Point parallel to the B&O Railroad Pinkerton Tunnel. Parts of the interior have collapsed. Spanning the Casselman River on the east side of the tunnel is a four-span, deck plate-girder bridge, while a six-span, deck plate-girder bridge crosses the Casselman River on the west side.

HISTORY: The Western Maryland Railway Pinkerton Tunnel was completed in 1911 by the Carter Construction Company. The tunnel was abandoned in the mid-1970s along with the rest of the Connellsville Subdivision. There are presently plans to rehabilitate the tunnel to be part of a rails-to-trails project.

Sources:
"Inspection Report of Certain Former Western Maryland Railroad Tunnels and Bridges," Prepared by TransMark Associates, Pittsburgh, Pennsylvania, November 1988.

Western Maryland Railway: Salisbury Junction Viaduct

Spanning Casselman River, SR 219 and T 381 — Construction Date: 1911
Summit Township

DESCRIPTION: The Salisbury Junction Viaduct is a single-track 1,900'-long structure built to accommodate two sets of tracks. Presently abandoned, it consists of a deck plate-girder section supported by steel bent towers resting on concrete piers, some of which reach down as far as 40'. Rust is penetrating the light green paint on much of the structure. The rails have been removed from

the deck but the guardrails remain. The abutments as well as the short tunnel over T 381 are concrete.

Photo 116. Western Maryland Railway: Salisbury Junction Viaduct. Photo by Scott Brown.

HISTORY: The Salisbury Junction Viaduct was constructed in 1911 by McClintic-Marshall Construction Company of Pittsburgh. Eight workers died during construction of the viaduct, six in an accident in which a crane on the viaduct fell. It took two weeks to clear the wreckage and install a new crane before work could be continued. The first Western Maryland Railway train crossed the viaduct in January 1912. By the mid-1970s the Western Maryland Railway Connellsville Subdivision was abandoned.

Sources:

Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Somerset County Historic Resource Survey. Prepared by Glessner, Lehman, and Kendall, 1986.

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